

## Citizen's Guide to the Transportation System New Hampshire Department of Transportation



Transportation excellence enhancing the quality of life in New Hampshire

# Agency Efficiency Budget Presentation

November 18, 2016



**THE STATE OF NEW HAMPSHIRE**  
**DEPARTMENT OF TRANSPORTATION**



**Victoria F. Sheehan**  
**Commissioner**

**William Cass, P.E.**  
**Assistant Commissioner**

November 18, 2016

The Honorable Maggie Hassan, Governor  
Budget Committee  
State House  
Concord, NH 03301

Dear Governor Hassan and members of the Budget Committee;

The Department of Transportation is pleased to present the Fiscal Year 2018 -2019 biennial budget. The entire Department of Transportation team works hard every day to provide transportation excellence enhancing the quality of life in New Hampshire. It is a distinct honor and privilege to work alongside such a dedicated and talented group of professionals that plan, manage, construct and maintain our state's complex and vital transportation infrastructure.

At the Department of Transportation we frequently struggle trying to convey the message of what we do, why we do it, and what value our operation has to the public. Some of this struggle comes from the complexity of the transportation system and the complexity of funding both our operations and construction activities. This letter is intended to provide a brief summary of the DOT budget submission, but also describes the challenges we face dispelling misconceptions about the Department and how transportation is funded. We have also summarized the challenges our agency faces over the next several years, as well as the ongoing initiatives at the Department to improve efficiency.

To supplement this letter we have also prepared a budget handout. This document is intended to provide a comprehensive overview of the Department and emphasizes the clear distinction between the two major components of the Department's budget – the Operating budget, to operate and maintain the transportation system, and the Municipal Aid and Construction budget. We have also attempted to define all sources of funds available to the NHDOT and to relate the use of rate and tax payer funded functions against a measure of relative cost to those taxpayers. It is worth noting, that over two thirds of all spending by the Department of Transportation is a pass through to municipalities and the private sector, through our procurement of goods and services and our management of construction activities provided by private sector contractors.

The intention of our presentation is to inform elected officials and the public of the sources of funds made available to the NHDOT as we provide the service of operating and maintaining the transportation system, and as we strive to design and construct the replacement of assets. Our construction program includes bridges, such as the Sarah Mildred Long, that have reached the end of their useful life, or projects that provide vital additional capacity, such as the I-93 improvements project.

## **Budget Summary**

### **What the Highway Fund is:**

- The Highway Fund is the Fund into which unrestricted State of New Hampshire revenue collected by the Department of Safety (Road Toll; Vehicle Registration Fees) are made available for appropriation to various agencies, primarily the Department of Transportation and the Department of Safety;
- The Highway Fund is the Fund into which the Department of Transportation collects Federal reimbursement for eligible construction project expenses;
- The Highway Fund is the Fund into which GARVEE Bond and TIFIA loan proceeds are deposited for use on eligible construction project expenses.

### **What the Highway Fund is not:**

- The Highway Fund is not the Department of Transportation and the Department of Transportation is not the Highway Fund. This misconception has in the past, and could in the future, lead to budgetary choices that impact the ability of the Department of Transportation to provide the services that the traveling public and tax payers expect;
- The Highway Fund is not funded exclusively with New Hampshire taxes and fees;
- The Highway Fund is not the Turnpike Fund, although the Turnpike System is managed by the Department of Transportation;
- The Highway Fund is not available entirely to the Department of Transportation, and the resources available to the Department of Transportation are not available for any purpose the Department chooses.

### **What the DOT Budget is:**

The Department of Transportation's Budget includes requests for appropriations from four Funds in the State:

- General Fund - primarily for Aeronautics, Rail and Transit;
- Highway Fund - to fund operations of the Department as well as debt service, municipal aid, construction and maintenance;
- Turnpike Fund - to fund operations, maintenance, debt service and capital on the Turnpike System;
- Capital Fund - to fund projects approved through the capital budget process (generally not highway or turnpike construction as this is done through the Ten Year Plan process).

Here are some major components of the budget:

- The combined total submission across all funds and source of funds is \$619.8 million for FY 2018, comprised of \$286.2 million for operating and \$333.5 million toward Municipal Aid and Construction projects. Overall this is a 2.6% increase over total adjusted authorized budget in FY2017.

- The combined total submission across all funds and source of funds is \$618.9 million for FY 2019, which is approximately flat to the total budget request for FY 2018.
- The \$333.5 million in SFY 2018 toward Municipal Aid and Construction projects reflects advancing the projects that were approved in the financially constraint 2017-2026 Ten Year Transportation Improvement Plan.
- The passage of the FAST Act in 2015 increased available federal funds in FY 2018 by \$19.9 million and \$23.8 million in FY 2019. Excluding these pass through increases, the Department's budget reflects a decrease of \$3.9 million, or approximately 0.6 percent in FY2018 and a decrease of \$8.7 million, or approximately 2.0 percent in FY2019.

## **Agency Challenges**

This budget reflects our priorities given the revenue projections that were established. We have not made attempts to restore all funding constrained in previous and current bienniums. However, we recognize certain budget realities, which if not addressed, will have future implications:

- This budget does not adequately address the Operation and Maintenance needs to start bringing the heavy equipment fleet back to serviceability. The Department estimates it needs \$8 million annually to maintain the fleet in its current condition and would require a one-time infusion of approximately \$37 million to restore the fleet to an appropriate service level. (Attachment A page 79)
- Winter Maintenance has been funded at FY2017 Modified Adjusted Budget levels. This level is approximately \$3.2 million lower than the three year average. If an average winter is experienced, safety of the travelling public will be a concern as the Department will not have sufficient funds to plow and salt State roads. (Attachment B page 80)
- This budget does not fund payback provisions for increased Federal Highway Administration compliance related to the 10 year Preliminary Engineering and 20 year Right of Way rule for projects that have not moved to construction within this time frame.
- Direct Labor and Overhead associated with Department employees work on Federal projects approximates \$18.5 million. The use of Federal funds for personnel costs has reduced the overall Federal construction program by \$18 million-\$20 million each year. Over a ten year period this would equate to an increase in the Federal construction program of approximately \$185 million-\$200 million.
- Hard match for the Federal program funds for construction are not included in this budget. This can be approximately \$27 million per year on a base of \$150 million in federal funds. This budget uses Turnpike Toll credits as the match requirement for the federal program rather than state revenue.
- Highway Fund revenues and Federal Transportation funding continue to provide challenges into the future. The continuous improvement in fuel efficiency of vehicles has eroded, and will continue to erode, road toll revenue into the future. A long-term solution is needed on this issue to prevent service level disruptions and to keep the public safe.

## **Initiatives to Improve Efficiency**

The Department's goal is to be a good steward of public funds through the pursuit of quality and efficiency. The Department continues to evaluate improvements that can be made using various tools, such as LEAN, process reviews, and performance measures.

- Implementation of asset management has been a core improvement the Department has undertaken and continues to pursue in the 18-19 Budget. While it can take many years to fully implement asset management, the Department has identified core areas it can focus on to improve efficiency and decision-making through the collection and analysis of data.
- The continued implementation of a core construction management system and oversize/overweight truck permitting system, will allow the Department to provide improved customer service and helps the department manage and report more efficiently.
- The continued use of brine, pre-wetting, and pre-treatment systems, supplemented with AVL (Automatic Vehicle Location) equipment for portions of the fleet, will efficiently and cost-effectively dispense salt during winter operations and continue to result in cost savings from reduced salt use.
- The continued implementation and conversion of toll plazas to Open Road Tolling (ORT) will result in increased E-ZPass utilization and savings in toll collection costs.
- Implementation and use of a GPS data logging system for pavement marking crews allows the Department to analyze production rate, weather, location, and paint usage, ensuring both quality and efficiency.
- The Statewide Asset Data Exchange Service (SADES) initiative was established to facilitate structured asset data collection efforts, allowing coordination between planning commissions, municipalities, and other state agencies, maximizing the use of resources and minimizing costs.
- The NHDOT, in cooperation with the NH Department of Environmental Services (NHDES), jointly held a LEAN event to evaluate the Wetlands Bureau process of issuing Requests for More Information (RFMI) for permit applications to NHDOT. This process also evaluated best practices that could be implemented by both agencies to improve efficiencies and expedite permit issuance for NHDOT construction projects.

## **Budget Structure Change to Increase Transparency**

Continuous process improvements in the DOT budgeting process have been made to increase transparency and separate components of the budget between operating expenditure and construction investment.

Several changes in the FY 2018-19 budget request are designed to further enhance transparency:

- In the General Fund, Railroad Revolving Loan Fund and Special Railroad Fund accounting units have been added to the budget request. Traditionally, the appropriation authority for this activity has been granted via separate legislation or actions through the Fiscal Committee.

- Establish an accounting unit in the General Fund for the Airway Fuel Toll Fund. Per Federal Aviation Administration's Final Rule, all aviation revenue collected by the State must be deposited into a dedicated account for aviation programs.
- Established an accounting unit to track Municipal Fuel Revenue and Distribution.
- Established an accounting unit in the Turnpike Fund to budget the Transponder Revolving Fund. Appropriation authority has been granted via separate legislation.

Several major components of the FY 2018-2019 budget request include:

- Increase of one authorized position, 100% Federally funded, bringing the total authorized positions to 1,640;
- Approximately \$1 million decrease in automatic salary increments and calculated benefit costs in FY2018 and a \$2.4 million increase in automatic salary increments and calculated benefit costs in FY2019 as compared to FY2017 adjusted authorized budget;
- Increase of approximately \$2 million in Information Technology for system enhancements of integral Department software and the purchase of Business Intelligence software to improve Department efficiency.
- Retiree Pension Benefit - Health Insurance increase of \$1.1 million in FY2018 over FY2017 modified adjusted budget and an increase of \$1.5 million in FY2019 over FY2018 Budget.
- Increase in budget authority by adding accounting units outlined above to the Budget.

We believe the Department has compiled and submitted a responsible, realistic and transparent budget; responsible in its attempt to fund the core operations and functions of the DOT, realistic in addressing the economic and budgetary conditions in the state, and respectful of the legislative process through the transparency with which we have constructed the budget. We look forward to working with you to adequately fund our core services and balance the budget.

Sincerely,



Victoria F. Sheehan  
Commissioner

Attachments

# Operating Budget

## Table of Contents

### Operating

Introduction - Citizen's Guide .....	1-5
Aeronautics, Rail & Transit	
Federal Local Projects - 2021 .....	6
Airway Toll Fund (Fuel) - 2029 .....	7
State Bus Services & Facilities 2050 .....	8
Aeronautics - 2107 .....	9
Public Transportation - 2916 .....	10
Railroad - 2931 .....	11
Rideshare-Bike/Ped Program - 3030 .....	12
Administration	
Executive Office - 3038.....	13
Debt Service - 2938.....	14
Transfers to Other Agencies - 2939.....	15
General Fund Overhead - 2940 .....	16
Compensation Benefits - 2941.....	17
Finance & Contracts	
Finance & Contracts - 3001 .....	18
Policy & Administration	
Office of Fed Compliance - 2056 .....	19
Human Resources - 3017.....	20
Employee Training - 3027 .....	21
Office of Stewardship & Comp. - 5031 .....	22
Operations	
Winter Maintenance & Highway Maintenance - 2928, 3007 .....	23-24
Mechanical Services - 3005.....	25
Bridge Maintenance - 3008.....	26
Traffic Operations - 3009.....	27
Reimbursable Maint. & Repair - 3031.....	28
Asset Maint. & Critical Repair - 3048.....	29
Transportation Systems Management of Operations - 3052 .....	30
Inmate Maintenance Crew - 3055.....	31
Salted Wells - 3066 .....	32
Fuel Distribution - 3198 .....	33
Oversize & Overweight Permits - 5032 .....	34
DRED Rest Areas - 5033.....	35
Lift Bridge Operations - 5034 .....	36

# Operating Budget

## Project Development

Planning & Community Assistance - 3021 .....	37
Highway Design - 3025 .....	38
Right-of-Way - 3028 .....	39
Environment - 3032 .....	40
Bridge Design - 3033 .....	41
Materials Research - 3034 .....	42
Construction - 3035 .....	43
SPR Research - 3036 .....	44
Stickney Avenue - 3060 .....	45
Office of Asset Mgmt AMPS - 3375 .....	46

## Turnpikes

DRED Rest Areas - 2055 .....	47
Administration - Support - 7022 .....	48
Operations (Turnpikes) - 7026, 7031, 7036 .....	49
Maintenance (Turnpikes) - 7027, 7032, 7037 .....	50
Toll Collection - 7050 .....	51
Compensation Benefits - 8117 .....	52
Transponder Inventory Fund - 7515 .....	53

## Operating Budget

### Citizen's guide to the transportation system and Department of Transportation

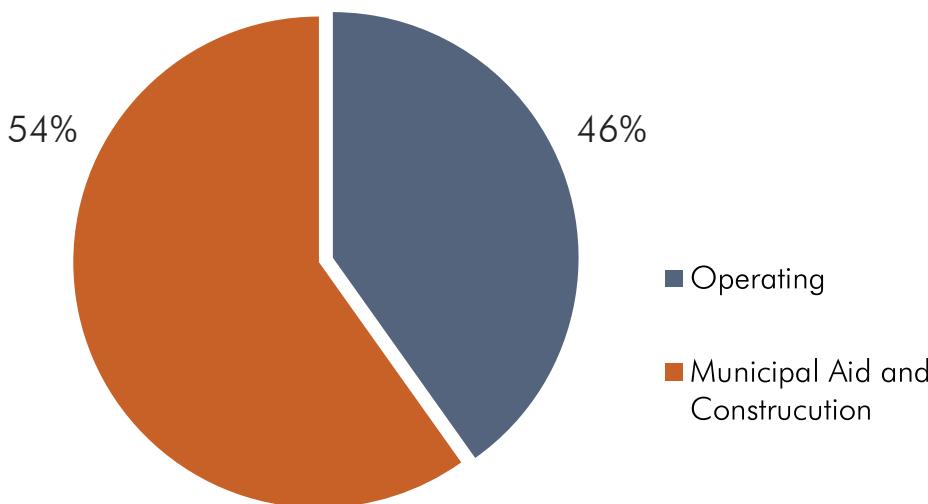
The financial value of New Hampshire's transportation system, by some estimates at replacement value, exceeds \$12 billion in roadways and \$8 billion in bridges. To assist the general public understand the cost to Plan, Design, Construct, Operate and Maintain the State of New Hampshire's transportation network, we have created what we hope is a simple to use guide to help understand the New Hampshire Department of Transportation's Agency Budget.

Transportation funding in New Hampshire is complex and made up of a number of funding sources, reflected in NHDOT's budget. The major funding sources are summarized below with a brief, general explanation of where the revenue comes from, approximate annual amounts, and how the funds are used.

NHDOT's overall budget is comprised of these various funding sources. This Annual Report organizes the budget summary and expenditures into two major Categories:

- Operating Budget – the cost to operate and maintain the existing transportation system, as well as to plan, engineer, and oversee construction of transportation projects. The operating budget includes the services of approximately 1,600 dedicated men and women and associated resources to meet this effort.
- Municipal Aid and Construction Budget – The portion of NHDOT's budget that goes to Municipalities, whether direct pass through or indirect technical/program assistance, and to fund capital improvement construction projects.

### NHDOT Budget



# Operating Budget

## Transportation Finances

### Highway Fund

The Highway Fund is the primary source of funding for the NHDOT Operating budget. The Highway Fund is made up of revenue collected by the Department of Safety and includes the NH Road Toll (gas tax), Vehicle Registration Fees and Court Fines for traffic violations.

Most of this revenue is unrestricted and available for appropriation by the Legislature to fund Operating Costs. The Highway Fund is not managed by or exclusive to the NHDOT. It is the primary source of funds for NHDOT operations, but the legislature also appropriates Highway Funds to other agencies like the Department of Safety. There are some restricted uses of the Highway Fund for intended purposes defined by the legislature as follows:

- In 2016 59% of the Highway Fund was appropriated to NHDOT, 26% to other agencies and 15% to Municipalities.
- The cost of collection for the Department of Safety is no longer classified as unrestricted revenue and equates to approximately \$28M. Of this amount an estimated \$2.6M (0.3 cents) is for cost of collections for the Road Toll Bureau.
- Per RSA 235:23 12% of the gross road toll revenue (2.7 cents) and motor vehicle fees collected in the preceding fiscal year are distributed to municipalities.
- After the 12 percent municipal aid is removed, per RSA 235:23-a, 2.6 cents of the NH Road Toll is deposited in the State Highway and Bridge Betterment Account.
- Per RSA 260:32-a and b; and as amended in Chapter 276:210 Laws of 2015, after the 12% for municipal aid is removed, 3.7 cents, is restricted for I-93 project debt service, and other state construction priorities.
- Accordingly, of the overall 22.2 cent/gallon NH Road Toll, 12.9 cents is available for appropriation to cover Operating Costs.

### Turnpike System

The Turnpike System is an enterprise system managed by the Department of Transportation comprised of approximately 90 miles of Roadway (Spaulding Turnpike, Blue Star Turnpike (I-95), and Central Turnpike/F.E. Everett Turnpike). The Turnpike System is supported by revenue generated from tolls paid by motorists at the toll plazas and to a small extent, fines and administrative fees paid for toll violations. Turnpike funds can ONLY be used on the Turnpike System. Below is key financial information for fiscal year 2016:

- In 2016, Toll Revenue (less fines and Admin fees) on the Turnpike was approximately \$127M with other revenues of approximately \$9M.
- Turnpike Operating expenditures consist of Operations & Maintenance of approximately \$39M.
- Turnpike Construction expenditures consist of Renewal and Replacement of approximately \$8M, Capital Project expenditures of approximately \$42M, and Revenue Bond Debt Service of approximately \$42M.

## Operating Budget

- In fiscal year 2016, a note payment of \$418 thousand was made to the State Highway Fund. This payment was the final payment to the State Highway Fund for the I-95 Piscataqua River Bridge acquisition.
- More than 55% of Turnpike Revenue from the collection of tolls is paid by out-of-state visitors passing through New Hampshire.

### General Fund

General funds cover a small amount of Operating Costs for the NHDOT in the Division of Aeronautics, Rail and Transit. Revenues from aircraft registration fees and jet fuel are deposited into the General Fund. (Each approximately \$1 M)

The General Fund does provide matching State funds for Federal Aviation Administration grants for airports and for Federal Transit Administration grants for transit projects and operations through the HB 25 Capital Budget authorized General Obligation Bonds. Debt service for these pass-through capital requests are paid by the General Fund.

### Federal Aid

NHDOT receives revenue from various Federal Agencies on a reimbursable basis to carry out federal aid eligible infrastructure improvements and construction projects. Federal aid funds are generally restricted to their intended uses and are subject to other federal regulatory restriction. While generalized here, most federal aid involves a number of sub-programs and sub-allocations with varying levels of discretion. The main federal Agencies and programs we work with are:

- Federal Highway Administration (FHWA) – Federal Aid Highway program. Primary funding source for New Hampshire's Highway and Bridge Construction program. Source is primarily the Federal Highway Trust Fund, funded by the 18.4 cent/gallon federal gas tax. (approximately \$165M)
- Federal Transit Administration (FTA) – funding for transit programs, projects and providers including capital, operating and planning activities. (approximately \$6M)
- Federal Aviation Administration (FAA) – funding for planning, preservation, modernization, or expansion of eligible airport facilities. (approximately \$11M)
- Federal Railroad Administration (FRA) – TIGER grant funding for private railroad entity for rehabilitation of tracks and infrastructure. (approximately \$1M)

NHDOT offset Operating Costs to balance the budget using \$34M from federal aid in FY 2016, which would otherwise go to construction programs. In addition, there are no State funds provided to match the federal aid highway program, relying instead on credits gained from Turnpike investments, further diminishing the federal aid construction program.

### Other

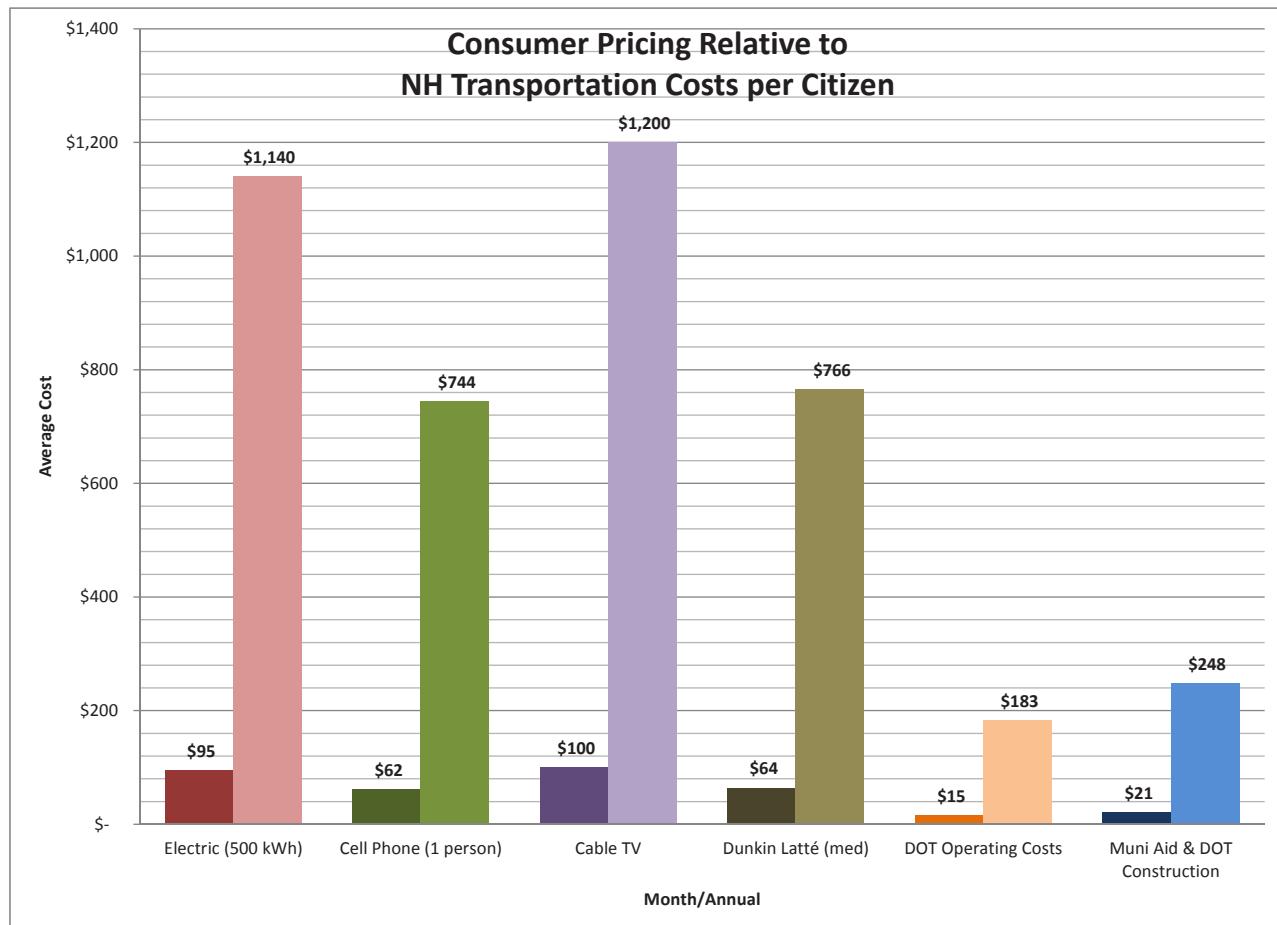
Other funds include revenue derived from revolving funds such as for the sale of fuel to municipalities or other state agencies.

## Operating Budget

# OPERATING



So that the typical NH citizen can gauge relative value and the public pricing of their access to the transportation network, average monthly and annual rates of consumer pricing for electricity, cell phone, cable TV and a nice cup of coffee are compared to NHDOT costs of operating and enhancing the Transportation Network.



The following pages provide a detailed description of each element of service provided to NH citizens by the NHDOT through its Operating Budget. We strive every day to provide value for the resources entrusted to us by our fellow citizens and through the appropriation granted by the NH General Court.

## Operating Budget

### Operating Expenses

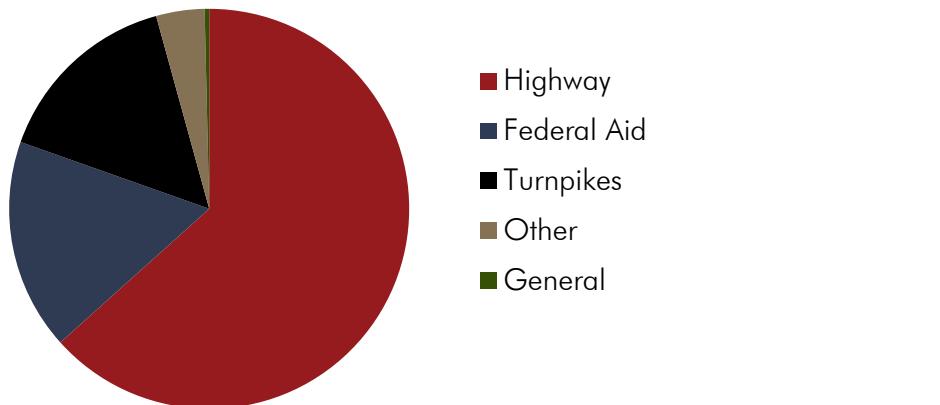
For the NHDOT, our primary responsibility is to operate and maintain the existing transportation system and to plan, engineer and oversee construction of all transportation projects. The following pages provide a detailed description of each element of service provided to NH citizens by the NHDOT and its more than 1,600 dedicated employees through its Operating Budget, including:

- Division of Aeronautics Rail and Transit
- Executive Office, Finance, Policy and Administration
- Division of Operations, including winter maintenance, fleet maintenance and fuel distribution
- Division of Project Development
- Turnpike Systems Operations

We strive every day to provide value for the resources entrusted to us by our fellow citizens and through the appropriation granted by the Governor and the New Hampshire General Court.

In total, the actual spending in State Fiscal Year 2016 for Operating Costs is below:

### Operating Expenses FY16



### Funding Sources

Investment Levels	Actual FY16	Highway	Federal Aid	Turnpikes	General	Other
	\$228.5 M	\$136.5 M	\$33.1 M	\$37.8 M	\$0.8 M	\$20.3 M
	Adj. Auth. FY17	Highway	Federal Aid	Turnpikes	General	Other
	\$279.1 M	\$159.6 M	\$41.3 M	\$48.1 M	\$0.9 M	\$29.2 M
	Agency Efficiency FY18	Highway	Federal Aid	Turnpikes	General	Other
	\$286.2 M	\$173.8 M	\$45.3 M	\$45.7 M	\$1.10 M	\$20.3 M
	Agency Efficiency FY19	Highway	Federal Aid	Turnpikes	General	Other
	\$290.9 M	\$173.9 M	\$49.0 M	\$46.2 M	\$1.10 M	\$20.7 M
Authorized Positions		FY12	FY13	FY14	FY15	FY16
		1734	1727	1650	1650	1639
						FY17
						1639
						FY18
						1640
						FY19
						1640

## Operating Budget

### Division of Aeronautics, Rail and Transit

#### 2021- Federal Local Projects (Aeronautics) - Fund 010

These funds are for infrastructure projects funded by the Federal Aviation Administration (FAA) Airport Improvement program. This accounting unit was developed to flow funding through the State to municipalities, per RSA 422:15 Federal Aid for Airport and Airway Development that was not anticipated and programmed in the Capital Budget (HB 25). This fund does not provide a State matching share for the project. Personnel at the Department coordinate the distribution and administration of these funds along with providing outreach and support to the airports that are eligible for them.

Major accomplishments in FY 2016 included:

- Provides support for a variety of activities including airport planning, rehabilitation development projects, equipment purchases, safety and security improvements, and mitigation
- 12 federally funded airports can utilize this account to fund airport improvement projects.



#### Funding Sources

Investment Levels	Actual FY16	Highway	Federal Aid	Turnpikes	General	Other
	\$0.4 M		\$0.4 M			
Adj. Auth. FY17	Highway	Federal Aid	Turnpikes	General	Other	
Agency Efficiency FY18	Highway	Federal Aid	Turnpikes	General	Other	
Agency Efficiency FY19	Highway	Federal Aid	Turnpikes	General	Other	

## Operating Budget

### Division of Aeronautics, Rail and Transit

#### 2029- Airway Toll Fund (Fuel) - Fund 010

In accordance with the Federal Aviation Administration's (FAA's) Final Rule (Federal Register/ Vo. 64, No. 30 7696) on policy and procedures concerning the use of airport revenue, all aviation revenue collected by the state must be deposited into an dedicated account (continually appropriated, non-lapsing) for aviation programs. Per current state statute (RSA: 422:34), all airway toll fuel fees are collected by the Department of Safety and deposited directly into the General Fund. This process is not allowable under Federal law and if not corrected by December 8, 2017, will jeopardize significant federal funding granted to New Hampshire airports for safety and infrastructure improvements.

#### Funding Sources

Investment Levels	Actual FY16	Highway	Federal Aid	Turnpikes	General	Other
	\$0.0 M					\$0.0 M
	Adj. Auth. FY17	Highway	Federal Aid	Turnpikes	General	Other
	\$0.0 M					\$0.0 M
	Agency Efficiency FY18	Highway	Federal Aid	Turnpikes	General	Other
	\$0.3 M					\$0.3 M
	Agency Efficiency FY19	Highway	Federal Aid	Turnpikes	General	Other
	\$0.3 M					\$0.3 M

## Operating Budget

### Division of Aeronautics, Rail and Transit

#### 2050- State Bus Services & Facilities - Fund 010

NHDOT works with private and public transit providers to support commuter, intercity and express bus services as well as to manage and operate state-owned bus terminals and facilities. NHDOT owns seven (7) bus terminals that are managed by private transit providers and these bus terminals provide traveler amenities and offer extensive transportation services, most notably bus services into Boston. Federal Transit Administration (FTA) funds are used to support some of the expenses associated with the safety, security, and maintenance of these bus terminals and their associated parking lots. Additionally, state contracted transportation services, including Boston Express commuter bus services, are supported with FTA funds as is some equipment, including buses and snow removal equipment, which is used to support these state-contracted services and state-owned facilities.



The seven (7) state-owned bus terminals are as follows:

1. Concord Transportation Center – I-93, Exit 14, 30 Stickney Avenue
2. Nashua Bus Station – FE Everett Turnpike, Exit 8, 8 North Southwood Drive
3. North Londonderry – I-93, Exit 5, 4 Symmes Drive
4. Londonderry – I-93, Exit 4, 2 Garden Lane
5. Salem – I-93, Exit 2, 10 Raymond Avenue
6. Dover – Spaulding Turnpike, Exit 8, 23 Indian Brook Drive
7. Portsmouth – I-95, Exit 3, 185 Grafton Drive

#### Funding Sources

Investment Levels	Actual FY16	Highway	Federal Aid	Turnpikes	General	Other
	\$0.0 M		\$0.0 M			
Adj. Auth. FY17	Highway	Federal Aid	Turnpikes	General	Other	
	\$0.0 M		\$0.0 M			
Agency Efficiency FY18	Highway	Federal Aid	Turnpikes	General	Other	
	\$8.6 M		\$8.6 M			
Agency Efficiency FY19	Highway	Federal Aid	Turnpikes	General	Other	
	\$10.5 M		\$10.5 M			

## Operating Budget

### Division of Aeronautics, Rail and Transit

#### 2107 - Aeronautics - Fund 010

Authorized Positions	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19
	6	6	6	6	6	6	6	6

Staff within the Bureau is responsible for the overall management of the aeronautics/ airway system in NH (per RSA Chapter 422, 423 & 424). Assisting airports in the state comply with federal requirements is of critical importance for the safety of the flying public and to help ensure that each airport remains eligible for all potential funding opportunities. To accomplish those goals, staff communicates with airports regularly and performs the necessary safety and compliance activities. In addition to everyday safety activities, personnel within the Bureau are responsible for regulatory requirements, aircraft accident and incident investigations, aviation program administration, airport registration, aircraft registration, operation of state-owned navigational aids, aircraft search & rescue, and assisting in the integration of the new industry of Unmanned Aircraft Systems (UAS) into NH aviation. The aeronautics/airways system in the State is a critical component of the larger transportation system providing mobility for people and freight in support of the economy.

Major accomplishments in FY 2016 included:

- Safety inspections of the 22 public use airports in New Hampshire to ensure a safe landing environment for pilots and passengers. The Federal Aviation Administration (FAA) inspects the 3 primary airports with commercial service.
- Registration of aircraft, airports, commercial operators and aircraft dealers.
- Programmatic oversight of the FAA Airport Improvement Program (AIP) Block Grant Program and channeling of FAA funds to the Lebanon Airport, Manchester- Boston Regional Airport, and the Portsmouth Airport at Pease. Projects total approximately \$15-30 M per year to 12 eligible airports.

#### Funding Sources

Investment Levels	Actual FY16	Highway	Federal Aid	Turnpikes	General	Other
	\$0.9 M				\$0.6 M	\$0.3 M
Adj. Auth. FY17	Highway	Federal Aid	Turnpikes	General	Other	
	\$1.0 M				\$0.7 M	\$0.3 M
Agency Efficiency FY18	Highway	Federal Aid	Turnpikes	General	Other	
	\$1.1 M				\$0.8 M	\$0.3 M
Agency Efficiency FY19	Highway	Federal Aid	Turnpikes	General	Other	
	\$1.1 M				\$0.8 M	\$0.3 M

## Operating Budget

### Division of Aeronautics, Rail and Transit

#### 2916 - Public Transportation (Transit) - Fund 010

Authorized Positions	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19
	6	6	6	6	6	6	7	7

Personnel at NHDOT work with transit providers and the Federal Transit Administration (FTA) to continuously improve the efficiency of the transit system within the State while enhancing mobility and safety. Staff at NHDOT provides oversight and coordination of various federal and state programs for transit. Activities include grant and financial management, outreach, compliance, education, procurement, and technical assistance.

Major accomplishments in FY 2016 included:

- Boston Express, the State's contracted commuter bus operator, reported record ridership with 599,450 total passengers on the I-93 and FE Everett Turnpike routes between Manchester and Boston.
- The Transit section entered into its first multi-year contract for accessible (8-16 passenger) transit vehicles, significantly reducing the staff resources required to complete annual vehicle procurements.
- Transit service provided NH residents and visitors with access to jobs, healthcare, and other vital services. Ridership on public transit, commuter and intercity bus services, and specialized transportation services, including volunteer driver trips, funded in-whole or in-part with FTA funding was as follows:
  - 3,783,033: Public transit (12 public transit systems)
  - 601,838: State-contracted bus operations (Boston Express & East-West Express)
  - 15,471: Intercity bus (Concord Coach north country routes)
  - 42,496: Seniors & individuals with disabilities (including volunteer driver trips provided under Purchase of Service program)

#### Funding Sources

Investment Levels	Actual FY16	Highway	Federal Aid	Turnpikes	General	Other
	\$6.4 M		\$6.4 M			
Adj. Auth. FY17	Highway	Federal Aid	Turnpikes	General	Other	
	\$11.7 M		\$11.3 M			\$0.4 M
Agency Efficiency FY18	Highway	Federal Aid	Turnpikes	General	Other	
	\$10.7 M		\$10.2 M		\$0.1 M	\$0.4 M
Agency Efficiency FY19	Highway	Federal Aid	Turnpikes	General	Other	
	\$11.7 M		\$11.2 M		\$0.1 M	\$0.4 M

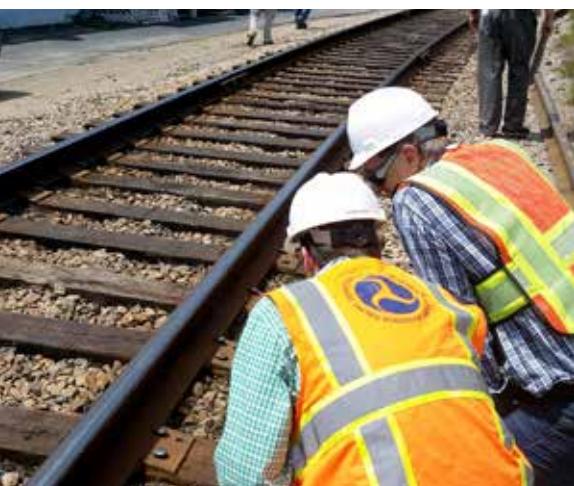
# Operating Budget

## Division of Aeronautics, Rail and Transit

### 2931 - Railroad - Fund 010

Authorized Positions	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19
	2	2	2	2	2	2	2	2

Personnel within the Bureau of Rail & Transit performs track inspection on behalf of, or in conjunction with, the Federal Railroad Administration (FRA) on approximately 200 miles of active state-owned railroad lines and approximately 240 miles of privately-owned railroad lines. Rail staff is also responsible for property management activities on all state-owned railroad lines, administering railroad programs & grant awards, and managing operating agreements on state-owned active railroad lines. Rail staff works to ensure safe railroad infrastructure and proper management and stewardship of the state-owned railroad infrastructure and property through activities including education, outreach, compliance, and administration.



Major accomplishments in FY 2016 included:

- NH Northcoast Railroad, funded primarily with \$1.4 M of FRA TIGER funds, completed upgrades to its 42-mile rail line to enhance railroad safety and increase track miles capable of accommodating 286K railcars.
- Worked with railroad operators to order and install Emergency Notification Signs at over 300 locations.
- Negotiated dock lease renewals with landowners, including those on Lake Winnipesaukee, whose property is separated from public waters only by state-owned railroad properties.
- Performed inspections of railroad track, bridges, equipment, and other rail related structures for compliance with federal, state, and railroad company standards.

#### Funding Sources

Investment Levels	Actual FY16	Highway	Federal Aid	Turnpikes	General	Other
	\$1.1 M		\$0.9 M		\$0.2 M	
Adj. Auth. FY17	Highway	Federal Aid	Turnpikes	General	Other	
	\$1.6 M		\$1.4 M		\$0.2 M	
Agency Efficiency FY18	Highway	Federal Aid	Turnpikes	General	Other	
	\$0.2 M				\$0.2 M	
Agency Efficiency FY19	Highway	Federal Aid	Turnpikes	General	Other	
	\$0.2 M				\$0.2 M	

## Operating Budget

### Division of Aeronautics, Rail and Transit

#### 3030 – Rideshare & Bicycle/Pedestrian Program (Rail & Transit) - Fund 015

Authorized Positions	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19
	3	3	2	2	2	2	2	2

Personnel from the Bureau of Rail & Transit work with project managers, engineers, and advocacy groups to help ensure that pedestrians and bicyclists have equitable access to transportation opportunities in New Hampshire. Bike-Ped staff promotes active transportation within the Department and throughout the State by partnering with advocacy groups and local law enforcement to conduct field reviews and educational outreach events and produces regional and statewide bicycle maps. Staff also directs engineering functions on rail-trails and works with the Department of Resources & Economic Development's Trails Bureau on the management and coordination of recreational rail-trails on state-owned abandoned rail corridors. Bureau staff also has access to the State's rideshare software, which allows instantaneous online ridematching for the general public.

Major accomplishments in FY 2016 included:

- Department personnel worked with Newfound Pathways to improve walking and bicycling on NH 3A along the eastern shore of Newfound Lake by striping 4.0 miles of roadway with wider shoulders
- With the assistance of a consultant and the concerted efforts of the Bicycle & Pedestrian Transportation Advisory Committee, a "Guide to Promoting Walking & Bicycling Accommodations in NH" was completed.
- Provided transportation facility design recommendations for over 30 highway projects in the planning and design phase and conducted transportation field reviews, including along a stretch of the Kancamagus Highway and the Seacoast area (Durham, Dover Point, Newington, Greenland, Portsmouth).

#### Funding Sources

Investment Levels	Actual FY16	Highway	Federal Aid	Turnpikes	General	Other
	\$0.2 M	\$0.2 M				
Adj. Auth. FY17	Highway	Federal Aid	Turnpikes	General	Other	
	\$0.2 M	\$0.2 M				
Agency Efficiency FY18	Highway	Federal Aid	Turnpikes	General	Other	
	\$0.2 M	\$0.2 M				
Agency Efficiency FY19	Highway	Federal Aid	Turnpikes	General	Other	
	\$0.2 M	\$0.2 M				

## Operating Budget

### 3038 - Executive Office - Fund 015

Authorized Positions	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19
	16	16	15	15	15	15	16	16

The Department of Transportation, through its officials, shall be responsible for the following general functions: (a) Planning, developing and maintaining a state transportation network which will provide for safe and convenient movement of people and goods throughout the state by means of a system of highways, railroads, air service, mass transit and other practicable modes of transportation, in order to support state growth and economic development and promote the general welfare of the citizens of the state. (RSA 21-L:2) Other functions in this activity include preparation of operational and capital budgets, staffing plan development, contract award approvals, public relations, constituent response, development of policies and legislation, adjudicatory hearings, strategic planning (including the development and facilitation of the Ten Year Plan), and effective and efficient management of Department resources and assets.



#### Funding Sources

Investment Levels	Actual FY16	Highway	Federal Aid	Turnpikes	General	Other
	\$1.9 M	\$0.9 M	\$1.0 M			
Adj. Auth. FY17	Highway	Federal Aid	Turnpikes	General	Other	
	\$2.3 M	\$1.4 M	\$0.9 M			
Agency Efficiency FY18	Highway	Federal Aid	Turnpikes	General	Other	
	\$2.3 M	\$1.5 M	\$0.6 M	\$0.2 M		
Agency Efficiency FY19	Highway	Federal Aid	Turnpikes	General	Other	
	\$2.3 M	\$1.5 M	\$0.6 M	\$0.2 M		

## Operating Budget

### 2938 - Debt Service - Fund 015

The payment of debt service on General Obligation bonds that have been issued on behalf of the Department for the construction of sheds and maintenance facilities, underground storage tank replacement, fuel distribution software and equipment upgrades, energy efficiency improvements, major software upgrades and various other needs of the Department.

In the 2008-2009 biennium, it was clear that Highway Fund Revenue was insufficient to cover the required State match to Federal Aid. The Legislature authorized a \$60 M general obligation bond (GO) to match the Federal Aid Program and advance construction on Municipal Bridges. Debt service for the GO bond at approximately \$6 M per year for 20 years since 2010 is paid out of the Highway Fund and charged to the Operating budget of the NHDOT.



#### Funding Sources

Investment Levels	Actual FY16	Highway	Federal Aid	Turnpikes	General	Other
	\$11.8 M	\$11.8 M				
Adj. Auth. FY17	Highway	Federal Aid	Turnpikes	General	Other	
	\$12.8 M	\$12.8 M				
Agency Efficiency FY18	Highway	Federal Aid	Turnpikes	General	Other	
	\$13.5 M	\$13.5 M				
Agency Efficiency FY19	Highway	Federal Aid	Turnpikes	General	Other	
	\$12.2 M	\$12.2 M				

## Operating Budget

### 2939 - Transfers to Other Agencies - Fund 015

These costs are for services provided to the NHDOT from other agencies within the State, primarily the Department of Information Technology, as well as the Board of Tax and Land Appeals, the Department of Justice, the Department of Environmental Services, and other agencies.



Major accomplishments in FY 2016 included:

- Implemented an Integrated Project Development System for project estimating and electronic bidding.
- Implemented Electronic Data Sharing (EDS) with Federal Highway.
- Implemented a traffic count system for required federal Highway Performance Monitoring System and Travel Monitoring Analysis System.
- Automated invoices for rented maintenance and construction equipment and integrated directly with the State's financial system.
- Upgraded the DOT Citrix Farm to the latest version.
- Migrated Business Intelligence and DOT enterprise reporting tools to the latest version to ensure continued support, reliability, and scalability.
- Continued migrating enterprise systems to virtual servers for increased manageability, specifically Oracle and GIS.
- Implementation of the New England Compass Advanced Transportation Management System and New England 511 Traveler Information System (TIS).
- Establishing the new Video Management System (VMS) by writing requirements for the Sarah Mildred Long reconstruction project.

#### Funding Sources

Investment Levels	Actual FY16	Highway	Federal Aid	Turnpikes	General	Other
	\$7.3 M	\$7.2 M				\$0.1 M
	Adj. Auth. FY17	Highway	Federal Aid	Turnpikes	General	Other
	\$7.5 M	\$7.4 M				\$0.1 M
	Agency Efficiency FY18	Highway	Federal Aid	Turnpikes	General	Other
	\$9.8 M	\$9.7 M				\$0.1 M
	Agency Efficiency FY19	Highway	Federal Aid	Turnpikes	General	Other
	\$9.6 M	\$9.5 M				\$0.1 M

## Operating Budget

### 2940 - General Fund Overhead - Fund 015

These expenses are in support of Administrative Services for the Statewide Cost Allocation Plan (SWCAP), Shared Services support for Accounts Payable, and General Services for building maintenance.



#### Investment Levels

#### Funding Sources

Actual FY16	Highway	Federal Aid	Turnpikes	General	Other
\$2.6 M	\$2.6 M				
Adj. Auth. FY17	Highway	Federal Aid	Turnpikes	General	Other
\$3.0 M	\$3.0 M				
Agency Efficiency FY18	Highway	Federal Aid	Turnpikes	General	Other
\$2.7 M	\$2.7 M				
Agency Efficiency FY19	Highway	Federal Aid	Turnpikes	General	Other
\$2.7 M	\$2.7 M				

## Operating Budget

### 2941 – Compensation Benefits - Fund 015

Compensation Benefits include Workers Compensation, Unemployment Compensation, and Retiree Health Benefit costs. The State is self-insured and retains all of the risk associated with claims. The State has established an Employee Benefit Risk Management Fund to account for its uninsured risks of loss related to employee and retiree health benefits. The State retains all of the risk for these health benefits.



#### Funding Sources

Investment Levels	Actual FY16	Highway	Federal Aid	Turnpikes	General	Other
	\$9.2 M	\$9.2 M				
Adj. Auth. FY17	Highway	Federal Aid	Turnpikes	General	Other	
	\$9.8 M	\$9.8 M				
Agency Efficiency FY18	Highway	Federal Aid	Turnpikes	General	Other	
	\$10.7 M	\$10.7 M				
Agency Efficiency FY19	Highway	Federal Aid	Turnpikes	General	Other	
	\$12.0 M	\$12.0 M				

## Operating Budget

### Division of Finance

#### 3001 - Finance & Contracts - Fund 015

Authorized Positions	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19
	36	36	37	37	37	37	37	37

The Division of Finance responsibilities include: issuance of bonds and compliance controls, budget control and analysis, financial reporting, financial audit, billing collections, programming for Federal funds, accounts payable, inventory recording and processing all financial transactions of the Department, processing all Department payrolls, and maintaining accounts and records. The Division also supports the Department's project advertising schedule by prequalifying contractors, advertising projects, printing proposals and plans for projects, scheduling and opening project bids, preparing contract documents, processing Governor and Executive Council requests, and notifying contractors to proceed upon Governor and Council approval. In addition, the Division provides administrative and budget support functions for Department mail and supply services, processes all claims filed against the Department, and provides administrative and clerical support to the New Hampshire Transportation Appeals Board and the New Hampshire Railroad Appeals Board.

Major accomplishments in FY 2016 included:

- Secured a \$200 M Transportation Infrastructure Finance and Innovation Act (TIFIA) loan which will enable the Department to complete remaining construction for the I-93 project.
- Implemented Electronic Data Sharing (EDS) which interfaces project and financial information to Federal Highway system eliminating data entry and subsequent data entry errors.
- De-obligated in excess of \$20 M in federal funds through the closure of 90+ completed projects and/or project phases.
- Redirected 12.2% of total invoice transactions to the P-Card system resulting in approximately \$27K in processing cost savings.

#### Funding Sources

Investment Levels	Actual FY16	Highway	Federal Aid	Turnpikes	General	Other
	\$2.9 M	\$1.6 M	\$1.1 M			\$0.2 M
Adj. Auth. FY17	Highway	Federal Aid	Turnpikes	General	Other	
\$3.4 M	\$2.3 M	\$1.0 M			\$0.1 M	
Agency Efficiency FY18	Highway	Federal Aid	Turnpikes	General	Other	
\$3.3 M	\$2.3 M	\$0.8 M			\$0.2 M	
Agency Efficiency FY19	Highway	Federal Aid	Turnpikes	General	Other	
\$3.4 M	\$2.4 M	\$0.8 M			\$0.2 M	

## Operating Budget

### Division of Policy and Administration

#### 2056 - Office of Federal Labor Compliance - Fund 015

Authorized Positions	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19
	6	6	6	6	6	6	6	6

The Office of Federal Compliance is responsible to assure all beneficiaries of programs receiving federal financial assistance shall not be excluded from participation in, denied benefits of, or otherwise subjected to discrimination as defined in Title VI of the Civil Rights Act in any program or service provided by the New Hampshire Department of Transportation. This office is responsible to ensure implementation of the Contractor Compliance Program, Disadvantaged Business Enterprise Program, On-the-Job Training Programs, Title VI and Environmental Justice Programs, Limited English Proficiency Programs, Internal Affirmative Action Plan, and Section 504/Title II of the Americans with Disabilities Act.

Major accomplishments in FY 2016 included:

- Conducted 47 Civil Rights Nondiscrimination/EEO trainings for 1,155 employees and subrecipients.
- As part of Department's ADA Transition Plan 463 tip downs with raised domes were installed statewide to meet accessibility compliance standards.
- Conducted 242 field audits on Federal-aid construction projects. Findings included additional restitution by contractors of Davis-Bacon wages for 95 workers totaling \$7,100.
- Exceeded the Department's DBE goal by obtaining 5.97% for minority and women owned business contracting on Federal-aid construction projects.
- The Language Assistance Program provided language access services to 284 individuals at a cost of \$1,559.
- Provided scholarships for 17 middle and high school students to attend the National Summer Technical Institute Program at the University of New Hampshire.

### Funding Sources

Investment Levels	Actual FY16	Highway	Federal Aid	Turnpikes	General	Other
	\$0.5 M	\$0.5 M				
Adj. Auth. FY17	Highway	Federal Aid	Turnpikes	General	Other	
	\$0.5 M	\$0.5 M				
Agency Efficiency FY18	Highway	Federal Aid	Turnpikes	General	Other	
	\$0.5 M	\$0.5 M				
Agency Efficiency FY19	Highway	Federal Aid	Turnpikes	General	Other	
	\$0.5 M	\$0.5 M				

## Operating Budget

### Division of Policy and Administration

#### 3017 - Human Resources - Fund 015

Authorized Positions	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19
	12	12	12	12	12	12	12	12

Personnel within the Bureau of Human Resources is responsible to develop and implement programs that support the selection, development, and maintenance of a workforce capable to effectively and efficiently meet the mission of the Department. The Bureau has four sections; Core Business Transactions, Workforce Development, Risk Management and Administration.

The purpose of Core Business Transactions is to ensure accurate and timely transactions supporting HRIS and recordkeeping activities, FMLA and benefits administration, and classification activities. The Workforce Development Section's purpose is to support recruitment, workforce planning and development activities to ensure a workforce with the capabilities, skills, and competencies needed to meet the transportation mission. The Risk Management Section provides processes to guide the implementation of the Rules of the Division of Personnel, Collective Bargaining, Federal American's with Disabilities Act Compliance, complaint and investigation procedures. The Administration section is responsible for the reception for the headquarters building, file management, as well as other related administrative functions.

Major accomplishments in FY 2016 included:

- Processed over 5,000 applications for employment for certification to position requirements
- Led 142 new employees through Orientation and Onboarding
- Managed over 100 FMLA cases
- Administered 30 reclassification requests
- Administered 35 Supplemental Sick Leave requests

#### Funding Sources

Investment Levels	Actual FY16	Highway	Federal Aid	Turnpikes	General	Other
	\$0.8 M	\$0.5 M	\$0.3 M			
Adj. Auth. FY17	Highway	Federal Aid	Turnpikes	General	Other	
	\$1.0 M	\$0.7 M	\$0.3 M			
Agency Efficiency FY18	Highway	Federal Aid	Turnpikes	General	Other	
	\$0.9 M	\$0.6 M	\$0.3 M			
Agency Efficiency FY19	Highway	Federal Aid	Turnpikes	General	Other	
	\$0.9 M	\$0.7 M	\$0.2M			

## Operating Budget

### Division of Policy and Administration 3027 - Employee Training - Fund 015

This budget organization code represents funds that are dedicated solely to Department training. These are primarily training types that serve the entire organization or large groups of employees. Some training funds are also budgeted in Bureaus if there are trainings specific to a smaller group or related to specific job function trainings. Personnel that coordinate and provide training are budgeted with Human Resources (3017).



Major accomplishments in FY 2016 included:

- Trained 260 supervisors through the 2-day Foundations of Supervision course
- Created and implemented the 2016 Annual Training Plan including courses on Transportation Asset Management, Highway Program Funding, and Highway Safety
- 15 Department employees completed the state's Certified Public Supervisor Program
- Implementation of the Governor's requirements for cybersecurity training and CRASE for all Department employees
- Administration of the Department's intern program, job shadow and student tours
- Administration of the Department's Civil Engineer Training Program
- Coordination of the Department's TRAC program

#### Funding Sources

Investment Levels	Actual FY16	Highway	Federal Aid	Turnpikes	General	Other
	\$0.1 M		\$0.1 M			
Adj. Auth. FY17	Highway	Federal Aid	Turnpikes	General	Other	
	\$0.2 M		\$0.2 M			
Agency Efficiency FY18	Highway	Federal Aid	Turnpikes	General	Other	
	\$0.2 M	\$0.1 M	\$0.1 M			
Agency Efficiency FY19	Highway	Federal Aid	Turnpikes	General	Other	
	\$0.2 M	\$0.1 M	\$0.1 M			

## Operating Budget

### Division of Policy and Administration

#### 5031 - Office of Stewardship and Compliance - Fund 015

Authorized Positions	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19
	11	11	8	8	8	8	8	8

The Office of Stewardship and Compliance (OSC) is responsible for providing training and compliance oversight in the Department's Occupational Health and Safety programs and environmental regulations. Personnel are responsible for ensuring compliance with occupational health and safety regulations and to promote and ensure fitness for duty for all employees. The Health and Safety section currently manages 35 implemented occupational safety programs, a mandated drug and alcohol testing program, employee wellness, and driver qualification's program. The Environmental Section facilitates the implementation of the Department's environmental policy. It is responsible for overseeing regulatory compliance through the administration of an Environmental Management System, including regular audits and training programs.

Major accomplishments in FY 2016 included:

- 78 wellness events were participated in, by 58% of the NH DOT workforce.
- 144 Environmental Audits were performed.
- 47 Class C Operators were trained and Certified
- Environmental Compliance, overall, continues to exceed 90%.

Other accomplishments for the 2015 calendar year included:

- 140 Safety audits were completed department wide in FY 2015
- Claims decreased 13% from 2014 to 2015
- Lost time claims decreased 26% from 2014
- Injury severity decreased 27% from 2014

#### Funding Sources

Investment Levels	Actual FY16	Highway	Federal Aid	Turnpikes	General	Other
	\$0.6 M	\$0.6 M				
Adj. Auth. FY17	Highway	Federal Aid	Turnpikes	General	Other	
	\$0.7 M	\$0.7 M				
Agency Efficiency FY18	Highway	Federal Aid	Turnpikes	General	Other	
	\$0.7 M	\$0.7 M				
Agency Efficiency FY19	Highway	Federal Aid	Turnpikes	General	Other	
	\$0.7 M	\$0.7 M				

## Operating Budget

### Division of Operations

#### 2928 & 3007 – Winter Maintenance & Highway Maintenance - Fund 015

Authorized Positions	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19
	728	728	686	686	684	684	685	685

Employees within the Bureau of Highway Maintenance are responsible for providing a safe serviceable highway system for the traveling public. Major tasks at the District level include snow and ice control, pavement repair, drainage work, vegetation control, litter pickup, and issuance of driveway/trench permits. In addition; a headquarters section oversees the overall District work effort, operates the Department's Fuel Distribution system and the Oversize/Overweight permit program, and manages the salted well replacement program. Employees of the Bureau of Highway Maintenance operate and maintain approximately 4,600 miles of roadways.

Safety and mobility in the winter months are critical to the Department and to the State as a whole. Working with the Governor's Office and Legislature through the budget process, the Department has developed a rigorous 24/7 winter maintenance policy. Employees within the Bureau strive to meet that policy and to keep New Hampshire's roads open and safe. The Winter Maintenance accounting unit (2928) primarily includes funding for salt, facilities, and equipment.

For FY 2016 Winter Maintenance included:

- 144,325 tons of salt, approximately 10% less than the typical 162,000 tons (due to the unusually mild temperatures and limited storm events),
- Plowing and treating more than 1.375 million lane miles, approximately 45% less than the typical 2.5 million lane miles, over the winter season (due to the unusually mild temperatures and limited storm events) with:
  - just over 300 state plow trucks with operators
  - just over 350 privately owned plow trucks with operators
  - just over 120 state pick-up trucks with operators
  - approximately 120 other pieces of equipment including loaders and graders that load salt and or sand, plow snow, push back banks, clear intersections, open drainage, etc.

The Highway Maintenance accounting unit (3007) supports personnel costs for winter and summer maintenance, as well as all other expenses for non-winter maintenance activities. Employees within the Bureau work to keep the highway system safe and serviceable year-round and undertake a variety of activities to do so. Non-winter activities include drainage cleaning and repair, mowing and tree cutting, debris clearing, equipment maintenance, and pavement patching & sweeping.

## Operating Budget

Major non-winter accomplishments include:

- More than 7,700 CY of repairs to cuts and fills
- More than 100,500 linear feet of constructing and repairing drainage systems
- More than 400 miles of cleaning and maintaining drainage through light and heavy ditching
- Repair or replacement of over 72,450 feet of guardrail
- Shoulder reconstruction for more than 1,675 lane miles and reconstruction of 175 lane miles of roadway
- More than 12,900 lane miles of patching and 5,885 lane miles of sweeping

### Funding Sources (2928 Winter Maintenance)

Investment Levels	Actual FY16	Highway	Federal Aid	Turnpikes	General	Other
	\$19.5 M	\$18.8 M				\$0.7 M
	Adj. Auth. FY17	Highway	Federal Aid	Turnpikes	General	Other
	\$23.1 M	\$23.1 M				
	Agency Efficiency FY18	Highway	Federal Aid	Turnpikes	General	Other
	\$23.1 M	\$23.1 M				
	Agency Efficiency FY19	Highway	Federal Aid	Turnpikes	General	Other
	\$23.1 M	\$23.1 M				

### Funding Sources (3007 Highway Maintenance\*)

Investment Levels	Actual FY16	Highway	Federal Aid	Turnpikes	General	Other
	\$49.6 M	\$40.5 M				\$9.1 M
	Adj. Auth. FY17	Highway	Federal Aid	Turnpikes	General	Other
	\$57.5 M	\$48.2 M				\$9.3 M
	Agency Efficiency FY18	Highway	Federal Aid	Turnpikes	General	Other
	\$57.1 M	\$57.1 M				
	Agency Efficiency FY19	Highway	Federal Aid	Turnpikes	General	Other
	\$58.7 M	\$58.7 M				

## Operating Budget

### Division of Operations

#### 3005 - Mechanical Services - Fund 015

Authorized Positions	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19
	82	82	79	79	78	78	79	79

Personnel at the Bureau of Mechanical Services manage the NHDOT's fleet of approximately 1,180 vehicles and equipment. An additional 900+ fleet units, such as Turnpike funded vehicles and equipment, are also maintained and repaired by the Bureau. The services that staff provide range from specification development and acquisition of fleet vehicles and equipment, regular maintenance, mechanical repair, accident repair & body work to fabrication & assembly of plow trucks and specialty equipment. The acquisition, maintenance & repair of the Department's fleet are essential to fulfilling the Department's capital and operating programs. The replacement value of the fleet exceeds \$90 million. A Performance Audit Report (dated November 2014) completed by the NH Office of Legislative Budget Assistant reported the following on Page 1 in the executive summary:

"Since 2005, the average age of the equipment fleet increased by 1.5 years, while the percent of equipment at or beyond the established replacement age (the age and number of hours or miles at which a piece of equipment or vehicle will be considered for replacement) increased significantly. As equipment becomes older, breakdowns become more frequent, potentially affecting the Department's ability to operate efficiently and with equipment available when needed..."

"We found the DOT's fleet as a whole was utilized effectively and the DOT used opportunities to share equipment. ..."

Major purchases in FY 2016 included:

20 - Plow trucks | 1 - Crane Truck | 9 - Medium Duty Specialty Trucks  
 41 - ¾ Ton Pick-up Trucks | 36 - Passenger Cars | 20 - ½ Ton Pick-up Trucks  
 18 - Hydraulic Spreaders | 5 – Tractors | 2 – Loaders | 1 – Grader

#### Funding Sources

Investment Levels	Actual FY16	Highway	Federal Aid	Turnpikes	General	Other
	\$16.0 M	\$14.6 M				\$1.4 M
	Adj. Auth. FY17	Highway	Federal Aid	Turnpikes	General	Other
	\$13.9 M	\$10.5 M				\$3.4 M
	Agency Efficiency FY18	Highway	Federal Aid	Turnpikes	General	Other
	\$14.0 M	\$12.6 M				\$1.4 M
	Agency Efficiency FY19	Highway	Federal Aid	Turnpikes	General	Other
	\$12.2 M	\$10.8 M				\$1.4 M

## Operating Budget

### Division of Operations

#### 3008 - Bridge Maintenance - Fund 015

Authorized Positions	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19
	82	82	81	81	81	81	81	81

Bridges are a critical component of the transportation system for the State of NH. Employees within the Bureau of Bridge Maintenance are primarily responsible for the maintenance and repair of all state-owned highway bridges (interstate, primary, and secondary roads). Their work ensures that bridges remain in service for as long as possible and remain safe. There are a total of 3,848 bridges in New Hampshire, 2,159 are state owned and 1,689 are town owned. Employees within the Bureau perform a variety of activities, including bridge preservation, rehabilitation, and emergency repair. In addition to bridge work, staff maintain Bureau equipment and facilities required for bridge maintenance work.

A photograph showing construction workers on a tall, vertical bridge support structure. One worker is in an orange lift arm, and another is on the structure itself. A concrete pump truck is positioned at the base, with a long hose extending upwards. The background shows a green, hilly landscape under a clear blue sky.

of 3,848 bridges in New Hampshire, 2,159 are state owned and 1,689 are town owned. Employees within the Bureau perform a variety of activities, including bridge preservation, rehabilitation, and emergency repair. In addition to bridge work, staff maintain Bureau equipment and facilities required for bridge maintenance work.

Major accomplishments in FY 2016 include:

- Washed winter sand and deicing salt residue from 1454 bridges
- Sealed 582 bridges or 1/4 of our state managed bridges
- Crack sealing on 13 bridges
- Expansion joint repair on 118 bridges and replacement on 6 bridges
- Deck repairs to postpone replacement and maintain safe driving surface on bridges
- Bridge rail repairs on 13 and replacement on 5 to insure motorist cannot drive off the bridges
- Rehabilitation of Red List bridges by Bridge maintenance removing 10 of the 18 bridges removed from the list in 2016
- Emergency response in 2016 included bridges in Millsfield, Rollingsford and Woodstock.

#### Funding Sources

Investment Levels	Actual FY16	Highway	Federal Aid	Turnpikes	General	Other
	\$7.2 M	\$4.7 M	\$2.0 M			\$0.5 M
Adj. Auth. FY17	Highway	Federal Aid	Turnpikes	General	Other	
	\$8.0 M	\$5.3 M	\$2.1 M			\$0.6 M
Agency Efficiency FY18	Highway	Federal Aid	Turnpikes	General	Other	
	\$8.0 M	\$3.9 M	\$3.4 M			\$0.7 M
Agency Efficiency FY19	Highway	Federal Aid	Turnpikes	General	Other	
	\$8.2 M	\$4.1 M	\$3.4 M			\$0.7 M

## Operating Budget

### Division of Operations 3009 - Traffic - Fund 015

Authorized Positions	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19
	70	70	64	64	63	63	63	63

Personnel at the Bureau of Traffic are responsible for the installation and maintenance of all state managed traffic control devices in New Hampshire, including all traffic signals, highway signs, and pavement markings. These devices and markings are essential for the safety of travelers on the State's transportation system. Federal funds are used to fund the majority of the pavement markings on the state owned and maintained roadway network with the balance funded by the State Highway Fund. Bureau of Traffic is also working to systematically upgrade and optimize traffic signals across the state to reduce congestion and improve system reliability. Engineering professionals from the Bureau provide specialty traffic engineering services in support of projects under design and construction, as well as support for District permitting activities and locally managed projects impacting state highways.

Major accomplishments in FY 2016 include:

- Reviewed 25 major driveway applications and conducted or reviewed more than 75 traffic studies.
- Supported more than 175 capital improvement projects.
- Provided nearly 65 million feet of pavement markings using 195,000 gallons of paint
- Installed and/or replaced more than 10,000 traffic signs and manufactured 2,000 custom traffic signs
- Routine maintenance and service to 443 traffic signals, including more than 1,000 work orders.
- Collected and analyzed traffic data from over 2,200 locations statewide
- Administered more than 3,000 business sign permits.

### Funding Sources

Investment Levels	Actual FY16	Highway	Federal Aid	Turnpikes	General	Other
	\$7.6 M	\$4.9 M	\$2.1 M			\$0.6 M
Adj. Auth. FY17	Highway	Federal Aid	Turnpikes	General	Other	
\$10.0 M	\$5.7 M	\$3.4 M			\$0.9 M	
Agency Efficiency FY18	Highway	Federal Aid	Turnpikes	General	Other	
\$9.5 M	\$5.1 M	\$4.0 M			\$0.4 M	
Agency Efficiency FY19	Highway	Federal Aid	Turnpikes	General	Other	
\$9.6 M	\$5.3 M	\$4.0 M			\$0.3 M	

# Operating Budget

## Division of Operations

### 3031 – Reimbursable Maintenance and Repair - Fund 015

Reimbursable Maintenance and Repair is for the services that the Department provides where reimbursement is expected for expended work efforts. The Department charges to this account when repairing guardrail hit by a driver and there is an accident report; when performing work to support the Traffic control for the NASCAR Race and NHDOT expects reimbursement from New Hampshire Motor Speedway; when repairing damage to a bridge that has been damaged by a vehicle or ship; when repairing damage from a disaster that NHDOT expects to be reimbursed by FEMA or FHWA; and for other similar work.



Major accomplishments in FY 2016 included:

- Traffic control for New Hampshire Motor Speedway
- Guardrail repair
- Motor vehicle accident repairs
- Intersection improvements funded by Developer traffic mitigation
- Plowing of state parking lots
- Reimbursement from Maine and Vermont for bridge maintenance on shared bridges

## Funding Sources

Investment Levels	Actual FY16	Highway	Federal Aid	Turnpikes	General	Other
	\$0.3 M					\$0.3 M
	Adj. Auth. FY17	Highway	Federal Aid	Turnpikes	General	Other
	\$4.4 M					\$4.4 M
	Agency Efficiency FY18	Highway	Federal Aid	Turnpikes	General	Other
	\$4.3 M					\$4.3 M
	Agency Efficiency FY19	Highway	Federal Aid	Turnpikes	General	Other
	\$4.3 M					\$4.3 M

## Operating Budget

### Division of Operations

#### 3048 - Maintenance Critical Repair, 2073 Asset Maintenance and Preservation - Fund 015

Maintenance Critical Repair and Asset Maintenance and Preservation were historically separate Accounting Units that were combined in Fiscal Year 2016. Activities associated with this work are 100% Highway Funded. Typical projects include: new roofs, construction of modern, safe spreader racks to hang our winter maintenance spreaders, insulation projects, overhead door repair and replacement, furnace replacement, chimney repairs, mold rehabilitation, and

many other efforts to fix or preserve more than 700 buildings - including patrol sheds, salt sheds, sand sheds, spreader racks, garages, and many other necessary repairs.



Major accomplishments in FY 2016 include:

- Maintenance, repair, and replacement of: Roofs, floors, siding, lighting, chimneys, electrical, heating systems, wells, and septic systems
- Gully Hill (Concord) environmental testing
- Replacement of Bureau of Traffic Furnace
- Spreader rack construction

### Funding Sources

Investment Levels	Actual FY16	Highway	Federal Aid	Turnpikes	General	Other
	\$0.4 M	\$0.4 M				
Adj. Auth. FY17	Highway	Federal Aid	Turnpikes	General	Other	
	\$0.5 M	\$0.5 M				
Agency Efficiency FY18	Highway	Federal Aid	Turnpikes	General	Other	
	\$0.5 M	\$0.5 M				
Agency Efficiency FY19	Highway	Federal Aid	Turnpikes	General	Other	
	\$0.5 M	\$0.5 M				

## Operating Budget

### Division of Operations

#### 3052 - Transportation Systems Management and Operations - Fund 015

Authorized Positions	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19
	17	17	15	15	15	15	16	16

The staff at the Bureau of Transportation Systems Management and Operations (TSMO) responds to the marked growth in traveler delay on various highway corridors around the state due to incidents related to weather, traffic accidents, construction projects, and general traffic congestion. As the ability to expand the highway network and create capacity is decreasing, the need to manage the flow of traffic over the statewide highway system is becoming ever more important. The installation of Intelligent Transportation System (ITS) technology and devices along the highways and on the bridges, that are being used to monitor and manage traffic, has become one of the most effective methods to reduce congestion and delay, to reduce incident response costs, and to improve the overall customer experience of those traveling on New Hampshire's highway network.

Major accomplishments in FY 2016 include:

- In June, the states of Vermont, New Hampshire and Maine officially launched the combined transportation management and traveler information system titled New England Compass. The system combines information from dispatchers, sensors, weather stations, traffic cameras and more to create a clear operating picture of the regional network of State and Federal Highways. More information at: [www.newengland511.org](http://www.newengland511.org).
- Managed 1493 unplanned transportation incidents such as motor vehicle accidents.
- Managed 2,636 planned transportation events such as construction lane closures. There was a decrease of 8% in reported planned transportation events through fiscal year 2016.
- Engaged in over 23,000 radio and telephone communications, such as reports of debris in the road or a request for traffic control at an accident scene.

### Funding Sources

Investment Levels	Actual FY16	Highway	Federal Aid	Turnpikes	General	Other
	\$1.9 M	\$1.2 M				\$0.7 M
Adj. Auth. FY17	Highway	Federal Aid	Turnpikes	General	Other	
	\$2.2M	\$1.4 M				\$0.8 M
Agency Efficiency FY18	Highway	Federal Aid	Turnpikes	General	Other	
	\$2.3 M	\$1.3 M				\$1.0 M
Agency Efficiency FY19	Highway	Federal Aid	Turnpikes	General	Other	
	\$2.3 M	\$1.3 M				\$1.0 M

# Operating Budget

## Division of Operations

### 3055 – Inmate Maintenance Crew - Fund 015

The Inmate Maintenance Crew is 100% Highway funded. The Department of Transportation cooperates with the Department of Corrections to operate two minimum security inmate work crews. The DOT picks up the inmates in the morning and returns them in the afternoon. These funds provide for part-time inmate supervisors, the rental of a van to transport inmates, and a small amount of equipment.



Typical activities include:

- Cleaning drainage
- Picking litter
- Building maintenance
- Tree and brush cutting & clearing
- Guardrail repair
- Roadway sweeping

## Funding Sources

Investment Levels	Actual FY16	Highway	Federal Aid	Turnpikes	General	Other
	\$0.1 M	\$0.1 M				
Adj. Auth. FY17	Highway	Federal Aid	Turnpikes	General	Other	
	\$0.1 M	\$0.1 M				
Agency Efficiency FY18	Highway	Federal Aid	Turnpikes	General	Other	
	\$0.1 M	\$0.1 M				
Agency Efficiency FY19	Highway	Federal Aid	Turnpikes	General	Other	
	\$0.1 M	\$0.1 M				

## Operating Budget

### Division of Operations

#### 3066 - Salted Wells - Fund 015

Authorized Positions	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19
	1	1	1	1	1	1	1	1

Employees within the Salted Well Section manage a well testing and replacement program for NH Citizens and businesses that suspect their wells may be contaminated by salt the Department has used for winter maintenance. The Facility and Equipment Activity includes:

- Meeting with citizens concerned that their well may be contaminated
- Sampling potential contaminated wells
- Replaced or settled on 13 contaminated wells



### Funding Sources

Investment Levels	Actual FY16	Highway	Federal Aid	Turnpikes	General	Other
	\$0.2 M	\$0.2 M				
Adj. Auth. FY17	Highway	Federal Aid	Turnpikes	General	Other	
\$0.3 M	\$0.3 M					
Agency Efficiency FY18	Highway	Federal Aid	Turnpikes	General	Other	
\$0.3 M	\$0.3 M					
Agency Efficiency FY19	Highway	Federal Aid	Turnpikes	General	Other	
\$0.3 M	\$0.3 M					

## Operating Budget

### Division of Operations

#### 3198 - Fuel Distribution - Fund 015

Authorized Positions	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19
	6	6	6	6	6	6	7	7

Personnel in Fuel Distribution oversee the construction, operation, and maintenance of the statewide fuel distribution network providing primarily unleaded fuel and diesel fuel to the NHDOT and other State Agencies. Participating municipalities, counties, schools, and non-profits that use the system are accounted for in Accounting Unit 4965 Municipal Fuel. The current system consists of 89 sites and distributes on average approximately 3 million gallons of diesel fuel and gasoline on an annual basis to state institutions. The Department has a surcharge of \$0.20 per gallon for diesel and \$0.15 per gallon for unleaded to cover operating and maintenance costs through Fuel Distribution.



Facility and Equipment activity includes:

- Ordering fuel
- Billing for fuel
- Repairing physical infrastructure related to the fuel system, including tanks, piping, pumps and the Orpak computerized fuel tracking and billing system

### Funding Sources

Investment Levels	Actual FY16	Highway	Federal Aid	Turnpikes	General	Other
	\$0.7 M					\$0.7 M
	Adj. Auth. FY17	Highway	Federal Aid	Turnpikes	General	Other
	\$8.9 M	\$5.0 M				\$3.9 M
	Agency Efficiency FY18	Highway	Federal Aid	Turnpikes	General	Other
	\$8.5 M	\$4.1 M				\$4.4 M
	Agency Efficiency FY19	Highway	Federal Aid	Turnpikes	General	Other
	\$8.6 M	\$4.2 M				\$4.4 M

## Operating Budget

### Division of Operations

#### 5032 - Oversize and Overweight Permits - Fund 015

Authorized Positions	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19
	3	3	3	3	3	3	3	3

Employees within the Oversize and Overweight Permit Section provide permits for trucks that are too heavy or too large to travel without restriction on our roadway and bridge network. The Department has routine permits for trucks meeting certain weight and size requirements and has more detailed permits that may require route surveys and bridge analysis. Work completed by the staff in the section helps to ensure that commerce can move throughout the state safely and without causing undo damage to our roads and bridges.

Major accomplishments in FY 2016 included:

- Issuing over 35,000 permits



#### Funding Sources

Investment Levels	Actual FY16	Highway	Federal Aid	Turnpikes	General	Other
	\$0.3 M					\$0.3 M
	Adj. Auth. FY17	Highway	Federal Aid	Turnpikes	General	Other
	\$0.3 M					\$0.3 M
	Agency Efficiency FY18	Highway	Federal Aid	Turnpikes	General	Other
	\$0.3 M					\$0.3 M
	Agency Efficiency FY19	Highway	Federal Aid	Turnpikes	General	Other
	\$0.4 M					\$0.4 M

## Operating Budget

### Division of Operations

#### 5033 - Welcome Centers and Rest Areas - Fund 015

In a prior budget round, the day to day operation of the Rest Areas and Welcome Centers was legislatively assigned to the Department of Resources and Economic Development (DRED). DRED is currently responsible for the operation of 12 Rest Areas and Welcome Centers which serves, according to a recent Study, over 7 million visitors per year. Limited assistance with the maintenance on the buildings and grounds is provided by NHDOT Operations from the District maintenance forces where the Rest Areas or Welcome Centers are located.



### Funding Sources

Investment Levels	Actual FY16	Highway	Federal Aid	Turnpikes	General	Other
	\$1.4 M	\$1.4 M				
Adj. Auth. FY17	Highway	Federal Aid	Turnpikes	General	Other	
	\$1.5 M	\$1.5 M				
Agency Efficiency FY18	Highway	Federal Aid	Turnpikes	General	Other	
	\$1.6 M	\$1.6 M				
Agency Efficiency FY19	Highway	Federal Aid	Turnpikes	General	Other	
	\$1.7 M	\$1.7 M				

## Operating Budget

### Division of Operations

#### 5034 - Lift Bridge Operations (Bridge Maintenance) - Fund 015

Authorized Positions	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19
	29	22	21	21	21	21	21	21

Lift bridges require regular operation to allow for the mobility of commerce on certain navigable waterways. Employees within NHDOT work to ensure these operations are conducted safely and in accordance with applicable rule and practices.

Lift bridge operations include:

- The Memorial Bridge carries US 1 over the Piscataqua River in Portsmouth. This bridge was reopened after being reconstructed in August of 2013, and provides a critical community link between Portsmouth, NH and Kittery, Maine.
- The Sarah Mildred Long Bridge carries the US 1 Bypass over the Piscataqua River in Portsmouth. It carried a significant volume of local traffic and was a critical link between NH and Maine. A replacement for this bridge is currently being constructed adjacent to the existing bridge and is scheduled to be open in the fall of 2017.



- The Neil R. Underwood Memorial Bridge carries NH 1A over Hampton River in Hampton. This bridge provides traffic flow from the south to the popular Hampton Beach as well as pleasure and commercial ship traffic into and out of Hampton Harbor.
- The Newcastle/Rye Bridge carries NH 1B over Little Harbor. This bridge provides local and tourist traffic flow between Newcastle and Rye. It opens several times a year to allow vessels to travel into and out of Little Harbor.

### Funding Sources

Investment Levels	Actual FY16	Highway	Federal Aid	Turnpikes	General	Other
	\$1.8 M	\$1.2 M				\$0.6 M
Adj. Auth. FY17	Highway	Federal Aid	Turnpikes	General	Other	
	\$2.2 M	\$1.6 M				\$0.6 M
Agency Efficiency FY18	Highway	Federal Aid	Turnpikes	General	Other	
	\$2.2 M	\$1.6 M				\$0.6 M
Agency Efficiency FY19	Highway	Federal Aid	Turnpikes	General	Other	
	\$2.2 M	\$1.6 M				\$0.6 M

## Operating Budget

### Division of Project Development

#### 3021 - Planning and Community Assistance - Fund 015

Authorized Positions	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19
	27	27	30	30	30	30	27	27

Personnel in the Planning and Community Assistance (PCA) Bureau, working with various stakeholders, develop the NHDOT's Long Range Transportation Plan, the Ten Year Plan, the Statewide Transportation Improvement Program (STIP), and other planning documents. Staff work to incorporate asset management and performance measures into all of those initiatives. Employees also provide technical and funding assistance to communities, overseeing several federally and state funded programs for sidewalks, trails, roads, bridges, and safety improvements. Experts in the Bureau develop and maintain the Geographic Information Systems (GIS), which is the basis for many required Department reports, asset inventory reporting and mapping, and asset management systems

Major accomplishments in FY 2016 included:

- Coordinated and developed the 2017-2026 10-Year Plan and updates to the 2015-2018 approved federal STIP
- Continued and enhanced focus on asset management and performance through the AMPS Office
- Distribution of \$30 M+ in Block Grant Aid to municipalities (12% of Highway Fund revenue)
- Provided technical and funding assistance to communities in support of local project development in a number of federally funded programs, as well as the State Aid Bridge and State Aid Highway Programs
- Implemented new Project Management System (ProMIS) modules with connections to NHDOT and federal project, financial, and planning systems and processes.

#### Funding Sources

Investment Levels	Actual FY16	Highway	Federal Aid	Turnpikes	General	Other
	\$2.6 M	\$1.7 M	\$0.9 M			
Adj. Auth. FY17	Highway	Federal Aid	Turnpikes	General	Other	
	\$3.1 M	\$2.2 M	\$0.8 M			\$0.1 M
Agency Efficiency FY18	Highway	Federal Aid	Turnpikes	General	Other	
	\$2.8 M	\$2.0 M	\$0.7 M			\$0.1 M
Agency Efficiency FY19	Highway	Federal Aid	Turnpikes	General	Other	
	\$2.9 M	\$2.1 M	\$0.7 M			\$0.1 M

## Operating Budget

### Division of Project Development

#### 3025 - Highway Design - Fund 015

Authorized Positions	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19
	128	128	123	123	120	120	88	88

Personnel in the Highway Design Bureau are instrumental in the design of a majority of the projects in the construction program. Engineers and technicians in the Bureau work at various stages of project design, from preliminary concepts through final design, including the coordination with and oversight of consulting engineering firms. Project Managers within the Bureau are responsible for planning, managing, and bringing to successful completion highway, bridge, intermodal, and specialty projects. In response to emergencies, staff form rapid response teams to help assess damage and provide technical information for Operations personnel so roads can be reopened quickly. In support of design, personnel also perform survey work and coordinate with officials.



Major accomplishments in FY 2016 included:

- Advertised 43 projects totaling \$208 M
- Designed preliminary highway elements for 22 road and bridge projects with an estimated construction value of \$51 M
- Reviewed 18 active consultant designed projects with estimated construction value of \$400 M
- Reviewed 21 development projects on State highways
- Continued involvement in the implementation of the “NH Driving Towards Zero” campaign, which aims to reduce fatal and serious injury crashes

### Funding Sources

Investment Levels	Actual FY16	Highway	Federal Aid	Turnpikes	General	Other
	\$9.7 M	\$2.0 M	\$7.2 M			\$0.5 M
	Adj. Auth. FY17	Highway	Federal Aid	Turnpikes	General	Other
	\$11.5 M	\$2.9 M	\$7.8 M			\$0.8 M
	Agency Efficiency FY18	Highway	Federal Aid	Turnpikes	General	Other
	\$8.9 M	\$2.1 M	\$5.7M			\$1.1 M
	Agency Efficiency FY19	Highway	Federal Aid	Turnpikes	General	Other
	\$9.1 M	\$2.3 M	\$5.7 M			\$1.1 M

## Operating Budget

### Division of Project Development

#### 3028 - Right-of-Way - Fund 015

Authorized Positions	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19
	34	34	35	35	34	34	64	64

The Bureau of Right of Way is responsible for acquiring temporary and permanent property rights from owners of properties impacted by Department projects, as well as managing and selling certain properties determined to be surplus. The Bureau operates under the requirements of several State laws and Federal requirements. The Land Titles section's responsibility is to determine the limits of the State of New Hampshire's existing fee ownership and easement rights in the highway right-of-way. The Appraisal Section determines the Fair Market Value of property rights that the Department is acquiring. The Property Management section processes requests for the sale, lease, and management of DOT properties. ROW Agents are responsible for meeting with property owners and presenting the appraised values and associated negotiations. The Agents are also stewards for the relocation assistance program.

Major accomplishments in FY 2016 included:

- 15 Commission meetings were held.
- Researched more than 500 titles for Department projects.
- Responded to approximately 1,000 non-project Department related inquiries.
- Completed approximately 100 appraisals.
- Negotiated with approximately 100 property owners affected by Department projects while avoiding the use of eminent domain 81% of the time.
- Assisted with the relocation of 3 businesses, 3 residential units, and 4 other items.
- Sold 11 surplus properties for a total of \$0.9 M

### Funding Sources

Investment Levels	Actual FY16	Highway	Federal Aid	Turnpikes	General	Other
	\$2.6 M	\$1.5 M	\$1.0 M			\$0.1 M
Adj. Auth. FY17	Highway	Federal Aid	Turnpikes	General	Other	
	\$3.1 M	\$2.1 M	\$0.9 M			\$0.1 M
Agency Efficiency FY18	Highway	Federal Aid	Turnpikes	General	Other	
	\$5.4 M	\$3.7 M	\$1.4 M			\$0.3 M
Agency Efficiency FY19	Highway	Federal Aid	Turnpikes	General	Other	
	\$5.5 M	\$2.6 M	\$2.4 M			\$0.5 M

## Operating Budget

### Division of Project Development 3032 - Environment Bureau - Fund 015

Authorized Positions	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19
	17	17	17	17	16	16	16	16

The principal role of personnel within the Bureau of Environment is to evaluate transportation projects and maintenance activities relative to impacts on natural, cultural, and socioeconomic resources. Staff also acts as environmental liaisons between the Department and the appropriate federal, state, local, and private environmental organizations, as well as the general public.

Coordinated interagency efforts address such issues as water quality, air quality, noise, wetlands, wildlife, historic resources, archeological sites, farmlands, hazardous materials/contamination, permitting, and regulatory compliance.



Major accomplishments in FY 2016 included:

- Reviewed and/or processed 110 Wetlands/Shoreland permit applications, amendments, and notifications.
- Processed \$2.2 M in payments into the Aquatic Resource Mitigation Fund as mitigation for projects.
- Approved 11 Storm Water Pollution Prevention Plans and revised 6 more.
- Evaluated approximately 30 projects for individual compliance with water quality regulations.
- Approved 8 Invasive Species Management Plans.
- Managed the design and monitoring of 14 underground storage tank system improvements.
- Processed and/or classified 78 environmental documents, including 16 surplus land reviews.
- Monitored 58 construction projects for environmental compliance.
- Completed 12 archaeological evaluations.

#### Funding Sources

Investment Levels	Actual FY16	Highway	Federal Aid	Turnpikes	General	Other
	\$1.6 M	\$0.9 M	\$0.5 M			\$0.2 M
Adj. Auth. FY17	Highway	Federal Aid	Turnpikes	General	Other	
\$1.7 M	\$1.1 M	\$0.5 M			\$0.1 M	
Agency Efficiency FY18	Highway	Federal Aid	Turnpikes	General	Other	
\$1.8 M	\$1.2 M	\$0.4 M			\$0.2 M	
Agency Efficiency FY19	Highway	Federal Aid	Turnpikes	General	Other	
\$1.9 M	\$1.3 M	\$0.4 M			\$0.2 M	

## Operating Budget

### Division of Project Development

#### 3033 - Bridge Design - Fund 015

Authorized Positions	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19
	34	34	33	33	33	33	33	33

The Bureaus of Bridge Design and Bridge Maintenance are responsible for 2,159 State owned bridges. The Bureau of Bridge Design engineers and develops construction plans for bridge improvement projects, inspects all state owned and 1,689 municipal bridges, performs bridge reviews for permits of overweight vehicle loads, responds to emergencies to inspect and evaluate damage to bridges and other state-owned structures, develops plans of action for emergency repairs or replacement, and maintains a list of state and municipal "Red List" bridges.

Major accomplishments in FY16 included:

Improvements to 47 bridges were included in 20 separate projects advertised in State fiscal year 2016 totaling \$37 M in construction (this includes 8 Red List bridges)

- maintain and preserve 26 bridges (221,634 sf of deck area)
- rehabilitate 15 bridges (81,468 sf of deck area)
- replace 6 bridges (26,510 sf of deck area)
- Managed 36 design related consultant contracts – total contract authority \$3.6 M
- 1,286 inspections of state bridges and 1,043 inspections of municipal bridges
- 1,872 bridge reviews for overweight permits and 7,138 audits of applicant performed reviews
- Bridge inspectors were activated 11 times for emergency response
- 95 bridges, 54 state & 41 local, have Plans of Action for susceptibility to scour
- 18 bridges were removed from the State "Red List", while 19 bridges were added

### Funding Sources

Investment Levels	Actual FY16	Highway	Federal Aid	Turnpikes	General	Other
	\$3.4 M	\$2.1 M	\$1.2 M			\$0.1 M
Adj. Auth. FY17	Highway	Federal Aid	Turnpikes	General	Other	
	\$3.6 M	\$2.2 M	\$1.1 M			\$0.3 M
Agency Efficiency FY18	Highway	Federal Aid	Turnpikes	General	Other	
	\$3.6 M	\$2.2 M	\$1.0 M			\$0.4 M
Agency Efficiency FY19	Highway	Federal Aid	Turnpikes	General	Other	
	\$3.7 M	\$2.2 M	\$1.0 M			\$0.5 M

## Operating Budget

### Division of Project Development

#### 3034 - Materials and Research - Fund 015

Authorized Positions	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19
	54	54	52	52	51	51	51	51

Personnel within the Bureau of Materials & Research provides engineering services for Department projects throughout the design and construction phases and the Bureau also assists maintenance forces when help is needed for emergency repairs. The Bureau staff formulates input for Department projects for: asphalt pavement design; roadway base structures; bridge and structure foundations; soil and rock engineering; materials properties; and standards and specifications. Personnel are also responsible for the pavement management system, a rock cut inspection system, the Quality Assurance Program, and performing laboratory testing on material samples.



Major accomplishments in FY 2016 included:

- Responded to 186 geotechnical engineering requests.
- Completed 484 subsurface explorations of all types in support of Department activities.
- Conducted more than 1,900 concrete tests, 213 soil tests, and 550 salt tests.
- Tests completed included: 777 binder samples, 216 paint samples, and 91 asphalt emulsion samples.
- Monitored quality control and performance acceptance testing for 900,162 tons of asphalt mix placed on NH roadways.
- Advertised 493 miles of resurfacing work.
- Collected and processed 3,667 miles of pavement condition data.

#### Funding Sources

Investment Levels	Actual FY16	Highway	Federal Aid	Turnpikes	General	Other
	\$4.7 M	\$1.6 M	\$2.8 M			\$0.3 M
Adj. Auth. FY17	Highway	Federal Aid	Turnpikes	General	Other	
	\$5.1 M	\$1.9 M	\$2.8 M			\$0.4 M
Agency Efficiency FY18	Highway	Federal Aid	Turnpikes	General	Other	
	\$5.1 M	\$1.7 M	\$2.9 M			\$0.5 M
Agency Efficiency FY19	Highway	Federal Aid	Turnpikes	General	Other	
	\$5.2 M	\$1.9 M	\$2.8 M			\$0.5 M

## Operating Budget

### Division of Project Development

#### 3035 - Construction Bureau - Fund 015

Authorized Positions	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19
	103	103	102	102	101	101	101	101

Personnel from the Construction Bureau collaborate with private contractors to ensure every highway and bridge construction project on the state managed system reaches a successful completion. Success is measured in many ways including cost, safety, environmental impact, quality and timeliness. The outcome of those efforts is an improved transportation system that supports the economic vitality of New Hampshire.

Construction oversight begins with an understanding of project design coupled with an understanding of how projects are actually constructed. Personnel from the Bureau work with designers to ensure the project moves into the construction phase seamlessly. Once field work begins, staff from the Bureau is onsite monitoring activities and helping resolve issues that come up during the construction process; they help keep the project moving while ensuring safety and contract compliance.

Major accomplishments in FY 2016 included:

- Construction oversight of 60 contracts with a value of \$305M
- Completion of the I-93 pavement and bridge rehabilitation from Exits 32 to 34A, and from Exits 42 to the Vermont State line in Lincoln, Franconia and Littleton
- Completed reconstruction and widening work of the Spaulding Turnpike at Exit 3 in Newington
- Completion of the I-89 pavement rehabilitation from Exits 12A to 13 in New London and Grantham
- Construction of two (2) new US Route 4 bridges in Lebanon
- At the end of FY 2016 we provided construction oversight on 83 actives contracts with a value of \$453 M

#### Funding Sources

Investment Levels	Actual FY16	Highway	Federal Aid	Turnpikes	General	Other
	\$9.9 M	\$3.6 M	\$4.7 M			\$1.6 M
Adj. Auth. FY17	Highway	Federal Aid	Turnpikes	General	Other	
	\$10.7 M	\$5.2 M	\$4.2 M			\$1.3 M
Agency Efficiency FY18	Highway	Federal Aid	Turnpikes	General	Other	
	\$10.8 M	\$6.7 M	\$2.6 M			\$1.5 M
Agency Efficiency FY19	Highway	Federal Aid	Turnpikes	General	Other	
	\$11.1 M	\$6.9 M	\$2.6 M			\$1.6 M

## Operating Budget

### Division of Project Development

#### 3036 - SPR Research (Materials & Research) - Fund 015

The Department's State Planning and Research (SPR) Part 2 program, which by law consists of 0.5% of the Federal Highway Administration (FHWA) funds provided to the State, is administered and managed within the Bureau of Materials & Research. The Bureau's two person Research Unit work with consultants, vendors, and researchers on innovative approaches and materials with the goals of improving quality, efficiency, and safety. Personnel also coordinate research efforts with other states throughout the country on pooled-fund studies to research topics of regional or national interest.

Major Accomplishments in FY 2016 included:

- Finalized and submitted reports for five (5) statewide studies on topics including airport runway paint discoloration; accelerated bridge construction; reinforcement of roadway base courses; identification of groundwater nitrate contamination from bedrock blasting; and validating stormwater pollutant load concentration.
- Administered a pooled-fund partnership involving seven (7) state DOTs and the FHWA investigating plant-produced high-percentage recycled asphalt pavement (RAP) mixtures in the northeast U.S. Closeout procedures are underway for this now-completed study.
- Committed to continuation of funding three (3) Transportation Pooled Fund Projects that involve participation of 33 other states in total between the three studies.
- Convened the Research Advisory Council (RAC) consisting of Bureau Administrators from across the Department in April 2016 after soliciting Department-wide for research proposals. A total of 19 Research Problem Statements were received and prioritized by the RAC.
- Improved research result outreach efforts to include project tech briefs, presentations, and quarterly inter-Department research posts.
- Falling Weight Deflectometer tests to determine strength of pavement.

#### Funding Sources

Investment Levels	Actual FY16	Highway	Federal Aid	Turnpikes	General	Other
	\$0.5 M		\$0.5 M			
Adj. Auth. FY17	Highway	Federal Aid	Turnpikes	General	Other	
	\$0.6 M		\$0.6 M			
Agency Efficiency FY18	Highway	Federal Aid	Turnpikes	General	Other	
	\$0.6 M		\$0.6 M			
Agency Efficiency FY19	Highway	Federal Aid	Turnpikes	General	Other	
	\$0.6 M		\$0.6 M			

## Operating Budget

### Division of Project Development

#### 3060 - Stickney Avenue (Right of Way) - Fund 015

Personnel within the Bureau of ROW manage the Stickney Avenue facility in Concord. The Bureau uses a property management company to perform maintenance and care. Several State Agencies lease space from the DOT at this facility. The budget is self-funded based upon the lease amounts collected. This is the former site of Materials and Research. It's anticipated that the property will be used for the I-93 widening through Concord.



### Funding Sources

Investment Levels	Actual FY16	Highway	Federal Aid	Turnpikes	General	Other
	\$0.1 M					\$0.1 M
Adj. Auth. FY17	Highway	Federal Aid	Turnpikes	General	Other	
	\$0.2 M					\$0.2 M
Agency Efficiency FY18	Highway	Federal Aid	Turnpikes	General	Other	
	\$0.2 M					\$0.2 M
Agency Efficiency FY19	Highway	Federal Aid	Turnpikes	General	Other	
	\$0.2 M					\$0.2 M

## Operating Budget

### Division of Project Development

#### 3375 Office of Asset Mgmt –AMPS - Fund 015

Personnel from the Office of Asset Management, Performance & Strategy (AMPS) coordinate activities across the Department to advance the principles of asset management. Those principles help the Department ensure that, within the budget available, the transportation system is maintained, preserved, and improved efficiently. Personnel within AMPS also focus on the development and use of data for decision making and performance management to improve and monitor efficiency as well as to increase transparency.

Major accomplishments in FY 2016 included:

- Completion of various performance reports detailing more than 75 measures including the 2014 Balanced Scorecard, the Tri-State Performance Measures, and measures for the Stewardship & Oversight Agreement with FHWA.
- Incorporation of bridge and pavement strategies into the 10-Year Transportation Improvement Plan.
- Development and maintenance of the Department's project system (ProMIS).
- Significant progress toward completion of an asset management plan.
- Supporting asset management efforts relating to bridges, pavements, guardrails, culverts, and ADA infrastructure.

### Funding Sources

Investment Levels	Actual FY16	Highway	Federal Aid	Turnpikes	General	Other
	\$0.0 M	\$0.0 M				
Adj. Auth. FY17	Highway	Federal Aid	Turnpikes	General	Other	
	\$0.0 M	\$0.0 M				
Agency Efficiency FY18	Highway	Federal Aid	Turnpikes	General	Other	
	\$0.4 M	\$0.4 M				
Agency Efficiency FY19	Highway	Federal Aid	Turnpikes	General	Other	
	\$0.4 M	\$0.4 M				

## Operating Budget

### Turnpikes System

#### 2055 - DRED Rest Areas (Turnpikes) - Fund 017

In prior year budget cycles, the operation of the rest areas throughout the state was legislatively transferred to the NH Department of Resources and Economic Development (DRED). Three of these rest areas are located on the Turnpike System on I-93 Northbound (NB) and Southbound (SB) in Hooksett and on I-95 NB in Seabrook. The Bureau of Turnpikes continues to have responsibility for the facilities maintenance of the Seabrook facility as part of the construction program. Bureau of Turnpikes' staff was heavily involved with the redevelopment of the Hooksett Rest Areas on I-93 which have been a highlight of public-private partnerships in the State.

In FY14, a unique 35-year ground lease contract was executed in a public-private partnership between the State and a private group, which required the developer/operator to design, build, finance, maintain, and operate the Hooksett Welcome Center facilities (with the exception of the new Liquor and Wine Outlet stores that are owned and operated by the NH Liquor Commission). Construction on both the Northbound (NB) and Southbound (SB) sites began in October 2013 and was completed in 2015 with annual visitors expected to be more than 2 million per year. DRED will continue to staff and operate the Visitor Centers that are located in each Hooksett facility.

#### FY 16 Hooksett Facilities

- North – 4,092,642 gallons of fuel sold
- South – 3,980,096 gallons of fuel sold
- North – \$ 3,227,837 in food sales
- South – \$ 2,362,398 in food sales
- Number of Visitors North – 2 Million
- Number of Visitors South – 2 Million

#### Funding Sources

Investment Levels	Actual FY16	Highway	Federal Aid	Turnpikes	General	Other
	\$0.9 M			\$0.9 M		
Adj. Auth. FY17	Highway	Federal Aid	Turnpikes	General	Other	
	\$1.3 M			\$1.3 M		
Agency Efficiency FY18	Highway	Federal Aid	Turnpikes	General	Other	
	\$1.1 M			\$1.1 M		
Agency Efficiency FY19	Highway	Federal Aid	Turnpikes	General	Other	
	\$1.1 M			\$1.1 M		

## Operating Budget

### 7022 - Administration-Support (Turnpikes) - Fund 017

Authorized Positions	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19
	36	36	35	35	35	35	40	40

The Turnpike System consists of 89 miles of limited access highway, 36 miles of which are part of the U.S. Interstate Highway System, comprising a total of approximately 658 lane miles, 170 bridges, 49 interchanges, and 20 facilities. Personnel within the Bureau of Turnpikes manage the construction and renewal and rehabilitation (R&R) improvements on the system, along with the day-to-day operations, maintenance, cash toll collection, and E-ZPass Program.

In the addition to the administrative support expenses captured under this organizational unit, this organizational unit also includes payments for Highway Funded activities on the Turnpike System that are conducted by Bridge Maintenance, Traffic, Highway Maintenance, Mechanical Services, and Transportation Management Center (TMC), as well as intra indirect costs for proportioned DOT overhead expenses and indirect costs paid to the Department of Administrative Services.

Major accomplishments in FY 2016 include:

- 12 encroachment permits were completed.
- 7 R&R projects advertised for a total cost of \$ 9.3 million, including paving, bridge and building rehabilitation, guardrail and drainage repairs.
- 36,688 personnel audits completed by audit section on Toll staff
- Revised the random monthly video audit process to ensure all staff are reviewed within the year.
- Financial section has produced 4819 account receivable transaction and 5798 account payable transactions
- All appropriate maintenance personnel completed excavation and trenching training.

#### Funding Sources

Investment Levels	Actual FY16	Highway	Federal Aid	Turnpikes	General	Other
	\$8.4 M			\$8.4 M		
Adj. Auth. FY17	Highway	Federal Aid	Turnpikes	General	Other	
	\$10.1 M			\$10.1 M		
Agency Efficiency FY18	Highway	Federal Aid	Turnpikes	General	Other	
	\$9.8 M			\$9.8 M		
Agency Efficiency FY19	Highway	Federal Aid	Turnpikes	General	Other	
	\$10.0 M			\$10.0 M		

## Operating Budget

### 7026, 7031, 7036 – Toll Operations (Turnpikes) - Fund 017

Authorized Positions	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19
	133	133	121	121	121	121	107	107

The Turnpike System is reported as an enterprise fund within the State, with the primary source of revenue generated from toll collection. Personnel within the Bureau working 9 toll plazas strive to ensure that the collection process is accurate, safe, and as convenient as possible for the users of the system.

Major accomplishments in FY 2016 include:

- Processed more than 30 million cash transactions



#### Funding Sources

Investment Levels	Actual FY16	Highway	Federal Aid	Turnpikes	General	Other
	\$7.9 M			\$7.9 M		
Adj. Auth. FY17	Highway	Federal Aid	Turnpikes	General	Other	
	\$11.4 M			\$11.4 M		
Agency Efficiency FY18	Highway	Federal Aid	Turnpikes	General	Other	
	\$9.8 M			\$9.8 M		
Agency Efficiency FY19	Highway	Federal Aid	Turnpikes	General	Other	
	\$9.9 M			\$9.9 M		

## Operating Budget

### 7027, 7032, 7037 – Maintenance (Turnpikes) - Fund 017

Authorized Positions	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19
	52	52	52	52	52	52	57	57

The Turnpike System is a valuable State asset with a total net valuation of more than \$664 million. Replacing the Turnpike System's infrastructure would cost several billions of dollars. The Turnpike System dedicates a portion of its annual budget to routine highway maintenance. Personnel within the Bureau are responsible for operating and maintaining the system. Safety is of critical importance to personnel within the Bureau and to the travelling public. A number of activities from plowing and deicing the roads, to clearing debris in the shoulders, to maintaining and repairing guardrail are undertaken routinely. As high traffic corridors, mobility is an essential component of the Turnpike System, and personnel work to minimize delay caused by traffic incidents and inclement weather.

Major accomplishments in FY 2016 included:

- Maintained more than 5,900 feet of drainage along and under the turnpike system
- Repaired /replaced more than 6,400 feet of guardrail along the turnpike system
- Cleared 4 acres of brush and trees to enhance safety and visibility
- Mowed more than 1,200 shoulder miles along the Turnpike roadsides to ensure adequate sight distances and hazard-free vehicle recovery areas
- Plowed more than 145,000 lane miles, used more than 8,300 tons of salt and \$3.8M on winter maintenance activities.
- Motorist safety patrol made more than 2,800 stops including assistance to travelers, responding to minor incidents, and traffic control
- Cleaned and repaired more than 1800 catch basins and manholes.

#### Funding Sources

Investment Levels	Actual FY16	Highway	Federal Aid	Turnpikes	General	Other
	\$7.8 M			\$7.5 M		\$0.3 M
Adj. Auth. FY17	Highway	Federal Aid	Turnpikes	General	Other	
	\$9.6 M			\$9.5 M		\$0.1 M
Agency Efficiency FY18	Highway	Federal Aid	Turnpikes	General	Other	
	\$9.8 M			\$9.8 M		
Agency Efficiency FY19	Highway	Federal Aid	Turnpikes	General	Other	
	\$9.8 M			\$9.8 M		

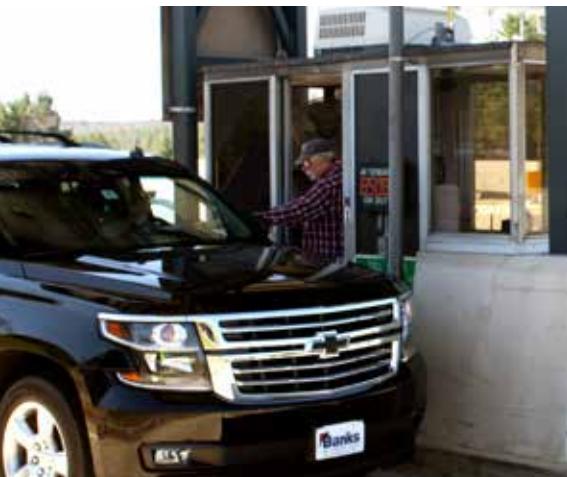
## Operating Budget

### 7050 – Toll Collection (Turnpikes) - Fund 017

Personnel within the bureau manage the E-ZPass program which is a convenient service for travelers on the Turnpike System. The Bureau staff oversees vendor contracts for the E-ZPass Program (i.e. Back Office), Lane System operation and maintenance, and Open Road Tolling System operation and maintenance. Credit card fees and bank fees are also accounted for in the toll collection operation.

Major accomplishments in FY 2016 include:

- Processed more than 83 million E-ZPass transactions.
- Serviced 404,491 NH E-ZPass accounts including 690,571 transponders
- Issued 3,472 DMV holds from NH, MA, and ME and collected \$562,988.80 in tolls and fees
- Began the design and development of new E-ZPass back office system with Cubic.



#### Funding Sources

Investment Levels	Actual FY16	Highway	Federal Aid	Turnpikes	General	Other
	\$12.2 M			\$12.2 M		
Adj. Auth. FY17	Highway	Federal Aid	Turnpikes	General	Other	
	\$14.2 M			\$14.2 M		
Agency Efficiency FY18	Highway	Federal Aid	Turnpikes	General	Other	
	\$13.6 M			\$13.6 M		
Agency Efficiency FY19	Highway	Federal Aid	Turnpikes	General	Other	
	\$13.6 M			\$13.6 M		

## Operating Budget

### 8117 - Compensation Benefits (Turnpikes) - Fund 017

Compensation Benefits include Workers Compensation, Unemployment Compensation, and Retiree Health Benefit costs. The State is self-insured and retains all of the risk associated with claims. The State has established an Employee Benefit Risk Management Fund to account for its uninsured risks of loss related to employee and retiree health benefits. The State retains all of the risk for these health benefits.



OPERATING

#### Funding Sources

Investment Levels	Actual FY16	Highway	Federal Aid	Turnpikes	General	Other
	\$0.9 M			\$0.9 M		
Adj. Auth. FY17	Highway	Federal Aid	Turnpikes	General	Other	
	\$1.6 M			\$1.6 M		
Agency Efficiency FY18	Highway	Federal Aid	Turnpikes	General	Other	
	\$1.6 M			\$1.6 M		
Agency Efficiency FY19	Highway	Federal Aid	Turnpikes	General	Other	
	\$1.8 M			\$1.8 M		

## Operating Budget

### 7515 - Transponder Inventory Fund (Turnpikes) - Fund 017

On June 11, 2007 House Bill 753-FN-A authorized an Electronic Toll Collection Transponder Inventory Fund as a revolving fund comprised of Turnpike Funds effective on August 10, 2007. This bill allows us to purchase Interagency Group (IAG) compatible transponders from the IAG approved vendor. All sales of electronic toll collection transponders from inventory shall be credited to the inventory fund and are hereby appropriated to the department of transportation and made available for expenditures from the inventory fund.

Expenses by Discretionary and Non-Discretionary



### Funding Sources

Investment Levels	Actual FY16	Highway	Federal Aid	Turnpikes	General	Other
	\$0.7 M					\$0.7 M
	Adj. Auth. FY17	Highway	Federal Aid	Turnpikes	General	Other
	\$0.5 M					\$0.5 M
	Agency Efficiency FY18	Highway	Federal Aid	Turnpikes	General	Other
	\$0.5 M					\$0.5 M
	Agency Efficiency FY19	Highway	Federal Aid	Turnpikes	General	Other
	\$0.5 M					\$0.5 M



# Municipal Aid and Construction - Budgeted Account Summary

## Table of Contents

Municipal Aid and Construction	
Introduction .....	54
Major Project Highlights	
I-93 Salem to Manchester.....	55
FEET Turnpike – I-293 Exit 4 .....	56
Spaulding Turnpike in Newington-Dover .....	57
Sarah Mildred Long Bridge .....	58
Bridge Programs .....	59
Paving Programs .....	60
Lebanon, NH – Hartford, VT 14957 .....	61
I-95 over the Taylor River Hampton Falls – Hampton .....	62
State and Federal Funded Municipal Aid	
Apportionment A-B - 2943 .....	63
SPR Planning - 2944 .....	64
Municipal Aid - Federal - 2945 .....	65
Municipal Fuel- 4965.....	66
State Funded Construction	
State Aid Construction - 2929 .....	67
Railroad Revolving Loan Program Fund- 2934.....	68
Special Railroad Fund - 2991 .....	69
Betterment - 3039 .....	70
Non Participating Construction - 3049.....	71
SB 367 Construction Investment - 8910.....	72
Federal-Aid Funded Construction and Debt	
Consolidated Federal - 3054 .....	73
Garvee Bond Debt - 8683 .....	74
Turnpike Funded Construction and Debt	
Renewal - Replacement - 7025 .....	75
Turnpike Debt Service - 7499 .....	76
Turnpike Construction - 7500, 7507, 7513, 7514 .....	77
Toll Collection Equipment - 7511.....	78
Fleet Statistics Replacement Criteria FY17.....	79
Historical Winter Maintenance .....	80

## Municipal Aid and Construction - Budgeted Account Summary

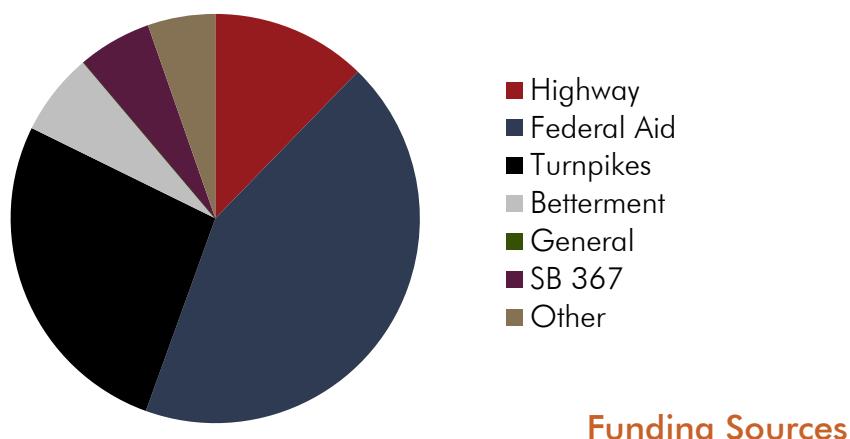
### Municipal Aid and Construction Expenses

The following pages provide a detailed description of each element of assistance to municipalities and construction programs including:

- Block Grant Aid to Cities and Towns
- State Aid Bridge and State Aid Highway Programs
- State Planning And Research (SPR)
- Betterment Program
- SB 367 Construction program
- Consolidated Federal Aid Program and Municipal Aid - Federal
- GARVEE Bonded Construction and Debt Service
- Turnpike Renewal and Replacement, Capital Construction, and Debt Service.
- Railroad Revolving Loan and Special Railroad Fund

In total, the actual spending in State Fiscal Year 2016 for Municipal Aid and Construction is below:

### Municipal Aid and Construction Expenses FY16



### Funding Sources

#### Investment Levels

Actual FY 16	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
\$308.0 M	\$35.4 M	\$133.1 M	\$88.7 M	\$25.7 M		\$23.2 M	\$1.9 M
Adj. Auth FY 17	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
\$324.5 M	\$32.2 M	\$130.4 M	\$101.8 M	\$21.2 M		\$26.1 M	\$12.8 M
Agency Efficiency FY 18	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
\$333.5 M	\$29.9 M	\$146.2 M	\$93.0 M	\$21.6 M		\$34.3 M	\$8.5 M
Agency Efficiency FY 19	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
\$328.0 M	\$31.1 M	\$146.0 M	\$86.3 M	\$21.6 M		\$34.3 M	\$8.7 M

## Municipal Aid and Construction - Budgeted Account Summary

### Major Project Highlights

#### I-93 Salem to Manchester

Construction on I-93 from Salem to Manchester began in 2005 and will be complete in 2020. In 2016 two construction projects in the design phase were merged into one construction contract reducing the total number of construction contracts from 28 to 27. To date, 22 of 27 construction contracts have been awarded, and 18 of the 22 are complete. The remaining four are under construction: one will be complete in 2016, one will be complete in 2018, and two will be complete in 2019. The total cost for these 22 projects is \$456 M, approximately 80% of the total construction effort. There are 5 projects that remain to be advertised for construction to complete the corridor project. The estimated cost to construct all remaining projects is \$134 M. Construction activity on the next two projects that were advertised along the northern section of the Salem to Manchester corridor began in the spring of 2016.

2016 was another extremely busy year for the I-93 Salem to Manchester corridor. Throughout the year construction pushed forward at Exit 3; engineering and design efforts progressed for the northern projects. But most importantly, new sections of I-93 were opened to traffic, easing congestion and providing motorists with long awaited relief from traffic issues in the Salem/Windham area.

The following are this year's highlights:



- August 2015 – Three lanes of northbound and southbound I-93 were opened from the Massachusetts State Line north to Exit 3.
- November 2015 – Advertised the first of four northern segment construction projects for construction.
- February 2016 – Advertised the second of four northern segment construction projects for construction.
- April 2016 – Work begins in Windham just north of Exit 3 (near the weigh stations) proceeding north to Kendall Pond Road in Derry.
- May 2016 – Signed the TIFIA loan agreement to assist with paying for I-93, with additional funds slated to complete and estimate 1,100 miles of paving and the replacement of 23 additional “red listed” bridges.
- June 2016 – Work begins on the most northern segment of the corridor beginning just north of Exit 5 and proceeding north to the I-293 split in Manchester.
- June 2016 – Completion of the west side of Exit 3 and the southbound Exit 3 ramps.

## Municipal Aid and Construction - Budgeted Account Summary

### Major Project Highlights

#### FEET Turnpike – I-293 Exit 4 (Queen City Ave. Interchange) in Manchester-14966

Construction work continues to advance on the one mile, \$32.6 M project that includes the replacement of four structural and functionally deficient bridges in the area of Exit 4 Queen City Avenue Interchange, the bridge rehabilitation of Exit 4 northbound on-ramp bridge over the south branch of the Piscataquog River, and Turnpike improvements for long-term mobility and safety in an area that has seen heavy traffic congestion and increasing peak hour delays especially during morning and evening commuting hours.

The four FEET bridge replacements include the Exit 4 northbound off-ramp bridge over I-293, the I-293 mainline bridge over the northbound on ramp, the FEET northbound on ramp, the I-293 mainline bridge over the north and south branch of the Piscataquog River.

When completed by fall of 2016, the project will reduce traffic congestion, improve safety, enhance air quality and water quality within the FEET Turnpike at Exit 4 and reduce highway noise with the construction of 2,200 linear feet of soundwalls along Wentworth Street (1,500ln. ft.) and Schiller Street (700ln. ft.). The project will also provide for three lanes southbound through the interchange to provide additional capacity for on and off ramp weaving traffic flow, as well as improved shoulders for roadway safety.

The contractor is currently moving into the final phase of the phased construction of the northbound bridge over the northbound on-ramp and bridges over the south and north branch of the Piscataquog River.

The total project investment is estimated at \$32.6 M. The project is scheduled to be completed by November, 2016. It includes \$4 M in engineering costs, \$0.1 M in Right-of-Way costs, \$28.5 in construction costs.



## Municipal Aid and Construction - Budgeted Account Summary

### Major Project Highlights

#### Spaulding Turnpike Improvements in Newington-Dover

Construction work continues to advance on the \$275 M project which includes transportation infrastructure improvements within a 3.5-mile stretch of the Spaulding Turnpike in Newington-Dover between Exit 1 (Gosling Road) and the Dover Toll Plaza just north of Exit 6. This project will enhance long-term mobility and safety in an area that has seen heavy traffic congestion, and heavy peak hour delays.

When completed by 2022, the project will reduce traffic congestion, improve safety, and enhance air quality and water quality within the Spaulding Turnpike over the Little Bay. It will provide four lanes in each direction between Exit 3 (Woodbury Avenue) and Exit 6 (U.S. Route 4/Dover Point Road), three lanes in each direction south of Exit 3 and north of Exit 6, reduction of five existing partial access interchanges to three full access interchanges (Exit 3, 4, and 6), and the rehabilitation of General Sullivan Bridge for intermodal use (pedestrian, bicycle and recreational use). In support of expanded maintenance operation, the investment includes the construction of a new Newington Maintenance Facility located between Exit 3 and Exit 4. The improvements will permit the next infrastructure investment for the Spaulding Turnpike to develop Open Road Tolling conversion of the Dover and Rochester toll facility.

The construction (estimated at \$263.5 M) has been split into seven construction contracts. The contracts consist of the following:

- Construction of new Southbound Little Bay Bridge - Completed (\$57.5 M)
- Newington Spaulding Turnpike Improvements – Completed (\$51.0 M)
- Rehabilitation of the Existing Little Bay Bridges - Completion in September 2017 (\$21.9)
- Dover Spaulding Turnpike Improvements - Completion in October 2020 (\$70.6)
- General Sullivan Bridge Rehabilitation - Completion in November 2021 (\$31.7)
- Newington Maintenance Facility – Completion in summer of 2020 (\$6.0 M)
- Dover & Rochester ORT - Completion in summer of 2022 (\$24.8 M)



## Municipal Aid and Construction - Budgeted Account Summary

### Major Project Highlights

#### Sarah Mildred Long Bridge

Constructed in 1940, the Sarah Mildred Long Bridge (SML) currently serves highway, rail and river traffic traveling over or on the Piscataqua River between Portsmouth, NH, and Kittery, Maine, via the U.S. Route 1 Bypass. The SML serves as the principal emergency/alternate route for the I-95 High Level Bridge. The bridge includes a rail crossing which provides the only viable mode of transportation for the main component used by Portsmouth Naval Shipyard.



The SML bridge replacement project began construction in December of 2014. The project is actively under construction and will have traffic on the new bridge in September of 2017, with removal of the existing bridge occurring in 2018. The total cost for this project is \$185.0 M, comprised of a contract bid amount of \$158.5 M and \$26.5 M of engineering services and construction inspection. The project received a \$25 M TIGER grant in 2014, which is applied to the total project cost. There is also a functional replacement effort to be completed to restore the functionality of the NH Port Authority for impacts resulting from the new SML bridge location. The estimated cost of the functional replacement is \$10 M. All construction will be complete in 2019.

The new bridge includes a number of design features such as:

- Use of an innovative Construction Manager / General Contractor (CMGC) delivery method
- A concrete, segmental box beam bridge with longer spans, fewer piers and reduced long term maintenance cost versus steel
- Providing a clear effective opening width of at least 250 feet for ships, versus the current effective opening width of 175 feet by increasing the lift span to 300 feet and reducing the navigational skew angle to approximately 15 degrees.
- Reducing the number of lift operations by 64% by providing 60 feet of vertical clearance in the closed position
- An innovative hybrid bridge lift span with the rail and highway access provided on the same deck of the lift span structure

The construction efforts can be viewed via a project web cam located on the Contractor's web page at:

[cianbro.com/ProjectsMarkets/Transportation/SarahMildredLongBridgeReplacement.aspx](http://cianbro.com/ProjectsMarkets/Transportation/SarahMildredLongBridgeReplacement.aspx).

The project has just completed the drill shaft operation and current effort is completing the footings and substructure efforts.

## Municipal Aid and Construction - Budgeted Account Summary

### Major Project Highlights

#### Bridge Programs

The NHDOT manages an inventory of 2,159 state owned bridges across the state. To keep those bridges safe and in operation, the NHDOT has programs to maintain and preserve, rehabilitate and replace bridges. In addition to routine maintenance, every year projects are advertised for bridges around the state under these two areas:

- Bridge Maintenance and Preservation Program - Efforts to ensure that bridges are kept in "good" condition as a cost effective solution to slow the rate of deterioration.
- In FY 16, construction contracts designed, drafted, reviewed, and coordinated by Bridge Design staff totaled \$6.9 M for 9 bridge preservation projects with work on 26 bridges, including painting.
- Additional bridge maintenance and preservation was performed by Bridge Maintenance personnel.
  - Some bridges included in this program include:
    - Milton 40422 – Applebee Road over Branch River Bridge
    - Belmont – Laconia 40423 – NH106 over Tioga River Bridge, and US 3 and NH 11 Bridge
    - Walpole – Westminister, Vt 40070 – NH 123 over Connecticut River Bridge
- Bridge Replacement/Rehabilitation Program – Efforts to replace or perform major rehabilitation work on deficient bridges to restore their condition, load capacity, and/or serviceability.
  - In FY 16, construction contracts designed and developed by Bridge Design staff totaled \$30.1 M for rehabilitation and replacement bridge projects
  - Some bridges advertised under the program include:
    - Canaan 28335 – US 4 over Mascoma River Bridge
    - Lebanon 25784 – I-89 NB & SB over Hardy Hill Road Bridges
    - Jefferson 16153 – US 2 over Israel River Bridge
    - Keene 16152 – NH 9 over Elm Street Bridge
    - Keene – Swanzey 10309P – Multi-use Trail over NH 12 & 101 Bridge
    - Salem to Manchester 14633B – I-93 NB & SB over Fordway Extension Bridges
    - Salem to Manchester 14633B – I-93 NB & SB over North Lowell Road Bridges
    - Salem to Manchester 14633H – I-93 NB & SB over Bodwell Road Bridges
    - Newington - Dover 11238Q – US 4 over Spaulding Turnpike Bridge

## Municipal Aid and Construction - Budgeted Account Summary

### Major Project Highlights

#### Paving Program

The Department maintains 4,596 miles of roads across the State, and this roadway network is one of the Department's largest assets. The Department strives to resurface 500 miles, about 10% of the network, annually. The 2016 program includes 580 miles of roadway resurfacing and 113 miles of pavement crack sealing work. The program usually employs a balanced strategy that focuses on preserving roadways that are in good condition, rehabilitating high volume roadways to restore them to good condition, and applying a thin ( $\frac{3}{4}$ "') low cost light capital paving overlay to lower volume roadways to maintain their serviceability. Using a revised approach this year, the Department has reduced the amount of roadway rehabilitation by approximately one half and increased the light capital paving overlay program on lower volume roads in order to increase the overall resurfacing mileage. A further reduction in the roadway rehabilitation program is expected in 2017 as the Department fully adopts its recently developed Tier/Strategy approach.

Highlights of this year's program include the following:

- 113 miles of crack sealing work including capital improvement projects including the Alton Traffic Circle (re-built in 2011), Interstate rehabilitation projects on I-93 between Exits 30 and 32 (Woodstock-Lincoln) and on I-89 between Exits 5 and 7 (Hopkinton-Warner), and other high volume roadways like NH 11 (Newport) and NH 25 (Wentworth-Rumney). Crack sealing these roadways will extend the life of the road by an estimated 2 years.
- 75 miles of pavement preservation including 9 miles of bonded wearing course and 66 miles of overlays. This year's program focuses on higher volume roadways like I-93 between Exits 17 and 18 (Concord - Canterbury) and NH 125 (Plaistow), NH 125 (Barrington-Rochester), and US 3 (Merrimack-Bedford).
- 25 miles of rehabilitation work on high volume roadways including NH 16 (Milton), US 4 (Pembroke-Epsom), and NH 106 (Belmont-Laconia) as well as lower volume roadways like Optical Ave (Keene) and Intervale Road (Canterbury).

- 425 miles of light capital paving overlays performed throughout the State on roadways including NH 113 (Holderness-Sandwich-Tamworth), NH 202A (Northwood-Strafford- Rochester), NH 107 (Pittsfield-Barnstead-Gilmanton), and NH 120 (Plainfield- Lebanon).
- 64 miles of roughness paving on very poor roadways such as the "Lyman Loop" which is comprised of Water Street/ Parker Hill Road/Lyman Road/Clough Hill Road/Tinkerville Road (Lisbon-Lyman), NH 123A (Alstead-Langdon-Acworth-Marlow), and East Conway Road/Greenhill Road (Conway-Chatham).



## Municipal Aid and Construction - Budgeted Account Summary

### Major Project Highlights

#### Lebanon, NH – Hartford, VT 14957

Constructed in 1936, the bridge carrying US 4 between Lebanon, NH to Hartford, VT over the Connecticut River, was posted with a weight restriction in 2008 requiring all vehicles heavier than 10 tons to travel an additional 3.5 mile detour route.

The Lebanon, NH – Hartford, VT 14957A emergency contract was advertised in 2009 for \$2.9 M to construct a temporary bridge to restore connectivity truck traffic. This temporary crossing was opened to traffic in December of 2009.

Due to the expense of renting temporary bridge components for a long duration, it was more economical to purchase the temporary bridge superstructure in the 14957A contract. The temporary bridge, when removed, will be salvaged to the Bureau of Bridge Maintenance.

After significant interaction with the public, in 2013 an \$11.0 M contract was advertised to build the permanent bridge, as well as to upgrade the approaches at both ends of the bridge.

Construction of the 3-span steel girder bridge began in the fall of 2013 and continued throughout State FY2015.

The new bridge was opened to traffic in November of 2015.

Project completion, including removal of the temporary bridge, is anticipated to be complete by fall of 2016.

## Municipal Aid and Construction - Budgeted Account Summary

### Major Project Highlights

#### I-95 over the Taylor River Hampton Falls – Hampton

The \$12.6 M construction project will replace the bridge carrying I-95 (the Blue Star Turnpike) over the Taylor River. Construction began in May of 2015 and has an anticipated completion date in Spring of 2018.

The project is located in the Towns of Hampton Falls and Hampton and will replace the existing “red-listed” bridge, which was built in 1950, with two 72’ span bridges (one northbound and one southbound). As part of the bridge work, spillway improvements to the Taylor River Dam, including minor repairs to the existing fish ladder, are required to connect the new bridge to the existing spillway. The new bridges are being constructed in phases, while maintaining the existing four lanes of traffic in each direction on I-95, through the use of median traffic diversions.



The following are this year's highlights:

- I-95 NB traffic shifted to the median to maintain 4 lanes northbound and southbound during construction.
- Construction continues along the easterly side of the I-95 Northbound Bridge, the substructure and abutments have been completed, NEXT concrete beams are being placed with the concrete deck to be built in summer of 2016.
- The Emergency Action Plan for the Dam has been successfully implemented and tested; it assists with coordination with dam owners and emergency management authorities in emergency preparedness and response capabilities.

This project is part of the \$666 M “Turnpike System Priority Capital Program” which started in 2008. This program has reduced the number of “red listed” bridges on the Turnpike System from twenty-one bridges to only five anticipated to remain by the Fall of 2016.

## Municipal Aid and Construction - Budgeted Account Summary

### State and Federal Funded Municipal Aid

#### 2943 – Apportionment A-B (Block Grant) - Fund 015

By law, all municipalities in the State having Class IV and V mileage are entitled to Highway Block Grant Aid. RSA 235:23 stipulates the funding apportionments. Highway Block Grant Aid funds represent a portion of the State's highway revenues received in the preceding fiscal year. There are two "pots" of money from which allotments are made. The first, identified as Apportionment A, represents 12% of the State's highway revenues. One-half of that "pot" is distributed among the municipalities based on their population in proportion to the entire State's population. The other half is disbursed based on a municipality's Class IV and V road mileage in proportion to the total statewide Class IV and V mileage.



The formula for dispensing funds from the second "pot" of money (a set sum of \$400,000) is less straightforward. It was established to assist those municipalities having high roadway mileage to maintain and whose overall value of property (on an equalized basis) is very low in relationship to other communities. (See table beginning on page F17 for additional information)

### Funding Sources

Investment Levels	Actual FY 16	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$30.7 M	\$30.7 M						
Adj. Auth FY 17	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other	
	\$30.2 M	\$30.2 M						
Agency Efficiency FY 18	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other	
	\$27.7 M	\$27.7 M						
Agency Efficiency FY 19	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other	
	\$28.9 M	\$28.9 M						

## Municipal Aid and Construction - Budgeted Account Summary

### State and Federal Funded Municipal Aid

#### 2944 – SPR Planning Funds - Fund 015

State Planning and Research (SPR) funds are a category of funds from the Federal Highway Administration (FHWA) that can only be used for activities that lead to responsible planning for the future of surface transportation, the planning of future highway programs and local public transportation systems, the development of management and performance measures to achieve these programs, and data collection efforts to document the effectiveness of the planning efforts. Also included as part of this program is funding for 9 designated regional planning commissions (of which 4 are also federally designated metropolitan planning organizations) to facilitate planning at the regional and local levels. (See table beginning on page F17 for additional information)

Typical activities include:

- Vehicular and bicycle/pedestrian traffic data collection and studies
- Local road surface management system development
- Local transportation plan updates
- GIS improvements
- Regional Transportation Plan development
- Development of local and regional Complete Streets and Similar Livable/Walkable policies
- Statewide Freight Plan and Asset Management Plan Updates
- Update and Development of Public Consultation Procedures
- Turnpike toll credits are the primary source of eligible non-cash match on these federally funded projects, which typically require state participation of 20%.

### Funding Sources

Investment Levels	Actual FY 16	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$5.8 M		\$5.8 M					
Adj. Auth FY 17	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other	
	\$5.4 M		\$5.4 M					
Agency Efficiency FY 18	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other	
	\$5.4 M		\$5.4 M					
Agency Efficiency FY 19	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other	
	\$5.4 M		\$5.4 M					

## Municipal Aid and Construction - Budgeted Account Summary

### State and Federal Funded Municipal Aid

#### 2945 – Municipal Aid – Federal - Fund 015

Municipal Federal Aid funds are used predominantly for local purposes. For example, a portion of bridge funds that the state receives from FHWA must be used on bridges that are most often municipally owned. Another category of these funds, the Transportation Alternatives Program, have been distributed through an application process and are typically used on infrastructure that is managed by municipalities, like sidewalks or trails. A third source, the Safe Routes to School Program, is used to help communities develop infrastructure and non-infrastructure projects into school area neighborhoods. Other locally managed projects occur on federal aid eligible roads and bridges in downtowns, in urban compact areas, and similar locations. (See table beginning on page F17 for additional information)



Local cash match is the primary source of matching funds on these federally funded projects, which typically require participation of 20%. Communities typically pay 100% of the costs up front and then ask the Department for reimbursement of 80% of the eligible expenses.

### Funding Sources

Investment Levels	Actual FY 16	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$11.6 M		\$11.6 M					
Adj. Auth FY 17	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other	
	\$25.0M		\$25.0 M					
Agency Efficiency FY 18	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other	
	\$25.0M		\$25.0 M					
Agency Efficiency FY 19	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other	
	\$25.0M		\$25.0 M					

## Municipal Aid and Construction - Budgeted Account Summary

### State and Federal Funded Municipal Aid

#### 4965 - Municipal Fuel Distribution - Fund 015

Municipal Fuel provides unleaded and diesel fuel to participating municipalities, counties, schools, and non-profits. Municipalities that use the system are able to take advantage of bulk pricing, simple accounts payable invoicing, and 24/7/365 access to fuel; allowing the municipalities to reduce their infrastructure costs for fuel and reallocate resources for other needs. The current system consists of 89 sites and distributes on average approximately 1.9 million gallons of diesel fuel and gasoline on an annual basis to municipalities, counties, schools, and non-profits. The Department has a surcharge of \$0.20 per gallon for diesel and \$0.15 per gallon for unleaded to cover operating and maintenance costs through Fuel Distribution 3198.

#### Funding Sources

Investment Levels	Actual FY 16	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$0.0 M							\$0.0 M
Adj. Auth FY 17	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other	
	\$5.3 M							\$5.3 M
Agency Efficiency FY 18	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other	
	\$5.5 M							\$5.5 M
Agency Efficiency FY 19	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other	
	\$5.7 M							\$5.7 M

## Municipal Aid and Construction - Budgeted Account Summary

### State Funded Construction

#### 2929 – State Aid Construction - Fund 015

This program allows communities to apply to the State for funds for the purpose of constructing or reconstructing a section of class I, II, or III, highway. Class I, II, and III highways are part of the state system. These funds are usually used by a community when there are local needs that cannot be met by other funding sources, when a local road intersects the state highway that needs improvement, or when the use of a road is more for local purposes than for regional or state purposes. Funding share is typically 2/3 state and 1/3 local, but with approval of the Governor and Executive Council, the state share could be increased, particularly if the community is open to assuming ownership of the highway. (See table beginning on page F17 for additional information)



### Funding Sources

Investment Levels	Actual FY 16	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$1.3 M	\$1.3 M						
Adj. Auth FY 17	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other	
	\$1.7 M	\$1.7 M						
Agency Efficiency FY 18	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other	
	\$1.7 M	\$1.7 M						
Agency Efficiency FY 19	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other	
	\$1.7 M	\$1.7 M						

## Municipal Aid and Construction - Budgeted Account Summary

### State Funded Construction

#### 2934 – Railroad Revolving Loan Program Fund - Fund 010

The Class III Railroads and Cog Railroads Revolving Loan Fund was established in 1994 by RSA 228:66-a and provides loans for railroad rehabilitation and equipment. The loan program is administered by the New Hampshire Department of Transportation, Bureau of Rail & Transit.

Allowable costs for loans include labor and materials for:

- Replacement rail, crossties and other track materials
- Replacement or repairs to bridges or other structures
- Ballast placement, surface and lining of trackage
- Ditching improvements and brush removal
- Off-loading, truck transfer and other intermodal facilities
- Industrial siding to provide access to shippers
- Railroad locomotives and other rolling stock

Major accomplishments in SFY 2016 included:

- Review of applications submitted as part of a May 2015 solicitation for up to \$1.8 M.
- Approval of an application from the Mount Washington (Cog) Railway Company for: (1) construction of a new passenger coach, (2) construction of a 6th diesel locomotive, and (3) construction and rehabilitation of a summit transfer, track replacement, and boarding platforms.

### Funding Sources

Investment Levels	Actual FY 16	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$0.2 M							\$0.2 M
Adj. Auth FY 17	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other	
	\$0.2 M							\$0.2 M
Agency Efficiency FY 18	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other	
	\$0.3 M							\$0.3 M
Agency Efficiency FY 19	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other	
	\$0.3 M							\$0.3 M

## Municipal Aid and Construction - Budgeted Account Summary

### State Funded Construction

#### 2991 – Special Railroad Fund - Fund 010

RSA 228:68 establishes the Special Railroad Fund for the deposit of revenues produced on the state-owned railroad corridors through user fees paid by railroads, leases and fees paid by other landowners, and other revenues. This dedicated fund is required to comply with Federal regulations that require lease or other income on property acquired with Federal funds to be used to maintain those properties. Special Railroad Funds are used to perform the required maintenance, repairs, and upgrades on the state-owned railroad lines to ensure the continued safe operation of the lines.



Major Accomplishments in SFY 2016 included:

- Purchase & replacement of approximately 4,000 ties and OTM (other track materials) on the state-owned railroad lines;
- Annual weed & brush control on active sections of state-owned railroad lines;
- Completion, by an engineering consultant, of the inspection of 50 large, state-owned railroad bridges;
- Major repair work completed on the Pemigewasset River Railroad Bridge in Woodstock;
- Major repair work performed on the Saco River Railroad Bridge in Woodstock;
- Repair slope washout on embankment in Hinsdale;
- Prepare bridge timber order for State Capital Funded bridge repair projects.

### Funding Sources

Actual FY 16	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
\$0.7 M							\$0.7 M
Adj. Auth FY 17	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
\$0.0 M							\$0.0 M
Agency Efficiency FY 18	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
\$0.6 M							\$0.6 M
Agency Efficiency FY 19	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
\$0.6 M							\$0.6 M

## Municipal Aid and Construction - Budgeted Account Summary

### State Funded Construction

#### 3039 – Betterment - Fund 015

The Betterment program was established under RSA 235:23-a and is primarily used for paving on the state system. In addition to paving, the Betterment program provides funding for bridge rehabilitation and for other work that improves the condition of the system. Betterment funds are distributed around the state through work administered by the 6 highway maintenance districts and bridge maintenance. By RSA, the program is funded from 3 cents of the road toll (less 12% for block grant aid). (See table beginning on page F17 for additional information)

The Betterment Program is generally targeted to the following categories:

- Bridge - reconstruct and repair NH's non-federal aid eligible bridges.
- Drainage - materials and rented equipment to reconstruct, repair drainage structures.
- Force Account - NHDOT forces prepare and advertise contracts, rent equipment and purchase materials for the unforeseen events.
- Reconstruct Secondary Roads - substantially improved a section of poor roadway
- Resurfacing – new pavement on poor roads makes up more than ½ of the Betterment program.
- Pavement Levelling - purchase of the hot mix asphalt from an approved supplier and NHDOT places the mix with our own forces.
- Signals - advertise contracts to upgrade existing traffic signal systems.
- Stand Alone - unforeseen emergencies that will not be refunded by FEMA or Federal Highway Administration Emergency relief funds.

### Funding Sources

Actual FY 16	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
\$25.7 M	\$4.2 M						\$21.5 M
Adj. Auth FY 17	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
\$21.2 M							\$21.2 M
Agency Efficiency FY 18	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
\$21.6 M							\$21.6 M
Agency Efficiency FY 19	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
\$21.6 M							\$21.6 M

Investment Levels

## Municipal Aid and Construction - Budgeted Account Summary

### State Funded Construction

#### 3049 – Non Participating Construction - Fund 015

This program, Non-Participating Construction, is utilized for unanticipated activities associated with projects that are not eligible for federal reimbursement. (See table beginning on page F17 for additional information)



### Funding Sources

#### Investment Levels

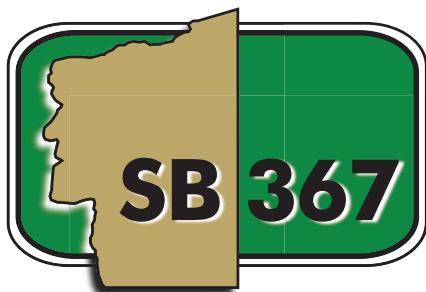
Actual FY 16	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
\$3.4 M	\$3.4 M						
Adj. Auth FY 17	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
\$0.3 M	\$0.3 M						
Agency Efficiency FY 18	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
\$0.5 M	\$0.5 M						
Agency Efficiency FY 19	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
\$0.5 M	\$0.5 M						

## Municipal Aid and Construction - Budgeted Account Summary

### State Funded Construction

#### 8910 - SB367 Construction Investment - Fund 015

Chapter 17 Laws of 2014 (aka Senate Bill 367) provides funding for important transportation investments around the state. The measure added 4.2 cents to the road toll for use on specific projects and programs. Most is dedicated to debt service for the reconstruction of I-93 from Salem-Manchester. Funds are also dedicated to paving projects on the state highway system and for local bridges. SB367 also increased the funds for Block Grant Aid, as 12% of the generated revenue was distributed to municipalities through that program. SB367 is expected to sunset around 2034 when the debt service related to I-93 improvements are fully paid for. In fiscal year 2016, \$8.3 million of the 4.2 cents was appropriated for Highway Maintenance. (See table beginning on page F17 for additional information)



### Funding Sources

Investment Levels

Actual FY 16	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
\$23.2 M							\$23.2 M
Adj. Auth FY 17	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
\$26.1 M							\$26.1 M
Agency Efficiency FY 18	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
\$34.3 M							\$34.3 M
Agency Efficiency FY 19	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
\$34.3 M							\$34.3 M

## Municipal Aid and Construction - Budgeted Account Summary

### Federal Aid Funded Construction and Debt

#### 3054 Consolidated Federal Aid - Fund 015

Consolidated Federal Aid is the primary funding source for the Department's highway and bridge program. Funding levels are established by the federal Fixing Americas Surface Act (FAST Act), which establishes targeted federal transportation funding levels and programs. Through the Ten Year Planning process, the Federal Aid Program is generally categorized in the following broad program areas: (See table beginning on page F17 for additional information)

- Preservation and Maintenance (PM) - State Designated Programs for pavement resurfacing, culvert repair, guard rail replacement, signing upgrades, etc.
- Bridges (BR) – Bridge related work ranging from preservation and repair to red-list bridge projects
- Interstate 93 (I-93) – Work associated with the major Salem-Manchester I-93 widening and reconstruction project
- Interstate Maintenance (IM) – Interstate related work including pavement resurfacing and preservation projects, as well as Interstate rehabilitation projects
- Federal Programs (FP) - Mandated program funds that are designated to specific transportation areas and have restricted flexibility in use such as the Transportation Alternatives and Congestion Mitigation and Air Quality programs
- Federal Programs for Safety (FPS) - Primarily projects and work efforts associated with the Highway Safety Improvement Program (HSIP)
- Projects (PR) – Individual projects derived through the Ten Year plan
- Engineering (ENG) – Projects that are generally engineering services related unaffiliated with the above programs or categories

### Funding Sources

Investment Levels	Actual FY 16	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$95.9 M		\$94.0 M					\$1.9 M
Adj. Auth FY 17	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other	
	\$76.0 M		\$68.5 M					\$7.5 M
Agency Efficiency FY 18	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other	
	\$97.0 M		\$94.0 M					\$3.0 M
Agency Efficiency FY 19	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other	
	\$96.9 M		\$93.9 M					\$3.0 M

## Municipal Aid and Construction - Budgeted Account Summary

### Federal Aid Funded Construction and Debt

#### 8683 - GARVEE Bond Debt - Fund 015

Grant Anticipation Revenue Vehicle (GARVEE) is a funding mechanism that pledges federal-aid for the repayment of bonds. In New Hampshire, GARVEE bonds have been issued for the I-93 Salem to Manchester project. Authorization for the issuance of these revenue bonds is provided for in RSA 228-A:2. In 2010, the State issued \$80 M in GARVEE bonds. In 2012 the State issued \$115 M in GARVEE bonds at an astounding 1.26% interest rate with a total duration of 7 years. (See table beginning on page F17 for additional information)



### Funding Sources

Investment Levels	Actual FY 16	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$18.9 M		\$18.9 M					
Adj. Auth FY 17	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other	
	\$28.6 M		\$28.6 M					
Agency Efficiency FY 18	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other	
	\$18.9 M		\$18.9 M					
Agency Efficiency FY 19	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other	
	\$18.8 M		\$18.8 M					

## Municipal Aid and Construction - Budgeted Account Summary

### Turnpike Funded Construction and Debt

#### 7025 – Renewal and Replacement - Fund 017

The Renewal and Replacement (R&R) program allows for the continued maintenance of Turnpike's 89 miles of roadway (658 lane miles) and 170 bridges along the Everett, Blue Star and Spaulding Turnpikes. In addition, these assets include drainage structures, guardrail, lighting, signage and building and grounds facilities, such as maintenance sheds, toll plazas, rest areas and an administration building.

The Turnpike System funds the R&R investment program from budgeted appropriations at levels based on independent engineer recommendations. Appropriations for the R&R program do not lapse and are carried forward to subsequent years. Non-invested prior fiscal year appropriations are available in future fiscal years.

In January 2012, an engineering consulting firm completed an assessment of the R&R program. In addition to assessing the performance of the program and the condition of the infrastructure, this assessment provided recommended funding levels and insight to bonding

agencies and holders of Turnpike debt on the condition of the infrastructure. The program assessment showed that the Bureau of Turnpikes infrastructure is in generally "good" condition. Good condition can generally be characterized as a state whereby that component is in appropriate working order to provide the necessary level of service, and requires only the anticipated minor maintenance that would be expected in the life cycle.

In 2016, 7 projects were advertised and built. Projects included paving, bridge and building rehabilitation, guardrail, and drainage repairs. (See table beginning on page F17 for additional information)



### Funding Sources

Investment Levels	Actual FY 16	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$7.9 M			\$7.9 M				
Adj. Auth FY 17	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other	
	\$9.6 M			\$9.6 M				
Agency Efficiency FY 18	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other	
	\$12.8 M			\$12.8 M				
Agency Efficiency FY 19	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other	
	\$14.3 M			\$14.3 M				

## Municipal Aid and Construction - Budgeted Account Summary

### Turnpike Funded Construction and Debt

#### 7499 – Turnpike Debt Service - Fund 017

The Legislature has established a 10-year highway construction and reconstruction plan for the Turnpike System to be funded from Turnpike revenues. This legislation also authorized the Governor and Executive Council to issue up to \$766 million of bonds to support this plan. As of June 30, 2016 bonds authorized and un-issued amounted to \$50.2 million. Authorization for the issuance of these Turnpike revenue bonds is provided for in RSA 237-A:2.

In February 2012, the State issued \$65.4 million of Turnpike System revenue refunding bonds. The interest rates on the new bonds are 3% and will result in cash savings through 2024 of \$9.45 million. In August 2012, the State issued \$110.2 million of Turnpike System revenue bonds. The interest rates on these bonds are 3% to 5%.

On June 24, 2015, the Turnpike System issued the 2015 Series A (Series A) revenue bond through competitive sale. The Turnpike System sold \$45.8 million in federally tax-exempt bonds. Proceeds from the Series A issue are being used to finance the Turnpike System Capital Improvement Program. The Series A bonds mature over eight years, carrying coupons ranging from 4-to-5 percent, and sold with an overall total interest cost of 2.1 percent. (See table beginning on page F17 for additional information)



### Funding Sources

Investment Levels	Actual FY 16	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$41.1 M		\$2.8 M	\$38.3 M				
Adj. Auth FY 17	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other	
	\$52.5 M		\$2.9 M	\$49.6 M				
Agency Efficiency FY 18	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other	
	\$44.5 M		\$2.9 M	\$41.6 M				
Agency Efficiency FY 19	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other	
	\$44.5 M		\$2.9 M	\$41.6 M				

## Municipal Aid and Construction - Budgeted Account Summary

### Turnpike Funded Construction and Debt

#### 7500, 7507, 7513, 7514 – Turnpike Construction Program - Fund 017

The current Bureau of Turnpikes' systems capital program was initiated in FY 2008 and supports 89 miles of Turnpikes and 170 bridges. Turnpikes facilities are comprised of three limited access highways, the Blue Star (I-95 at 16.2 miles), the Spaulding (NH 16 at 33.2 miles) and the F.E. Everett (US 3, I-293 and I-93 at 39.5 miles) Turnpikes. The capital program includes projects previously authorized through the State's Ten Year Transportation Improvement Plans (TYP).

The program's primary goal is to address the construction needs on the three Turnpikes with a focus on the rehabilitation or replacement of red-listed bridges, improving safety and reducing congestion. (See table beginning on page F17 for additional information)



### Funding Sources

Investment Levels	Actual FY 16	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	41.0			41.0				
Adj. Auth FY 17	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other	
	32.9			32.9				
Agency Efficiency FY 18	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other	
	31.2			31.2				
Agency Efficiency FY 19	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other	
	29.6			29.6				

## Municipal Aid and Construction - Budgeted Account Summary

### Turnpike Funded Construction and Debt

#### 7511 - Toll Collection Equipment - Fund 017

A wide range of equipment is utilized in the collection of tolls in both the cash lanes and the E-ZPass lanes. To continue regular collection and to improve efficiency, the equipment and systems that support them are upgraded systematically. (See table beginning on page F17 for additional information)



### Funding Sources

Investment Levels

Actual FY 16	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
\$1.5 M			\$1.5 M				
Adj. Auth FY 17	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
\$9.7 M			\$9.7 M				
Agency Efficiency FY 18	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
\$7.4 M			\$7.4 M				
Agency Efficiency FY 19	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
\$0.8 M			\$0.8M				

**Fiscal Year 2017 Fleet Statistics as of July 1, 2016**  
**Replacement Evaluation Criteria**

Effective 7/1/2016, revised 9/12/2016		A	B	C	D	E	F	G	H	I	J
Category	Category Description	Expected Age	Expected Usage Primary	Expected Usage Secondary	# Units	Approx. Replacement Costs (Total Fleet) (D x H)	# Exceeds Life Age or Usage	% of Fleet Exceeding Parameters	Approx. Replacement Costs	Current Replacement Totals (F x H)	Target Funding Level / Yr. (D/A x H)
<b>0963800</b>	<b>MECHANICAL SERVICES</b>				<b>1208</b>		<b>443</b>	<b>37%</b>			
<b>EHDT</b>	<b>Trucks_ExtraHeavy Duty &gt;45000#</b>				<b>70</b>	<b>\$ 12,700,000</b>	<b>27</b>	<b>39%</b>		<b>\$ 5,225,000</b>	
19009	HD CRANE-H400	15	8,000 H	250,000 M	1 \$	250,000	1	100%	\$ 250,000	\$ 250,000	\$ 16,667
19010	BRIDGE INSPECTOR	15	8,000 H	250,000 M	1 \$	675,000	1	100%	\$ 675,000	\$ 675,000	\$ 45,000
55012	OVER 5 TON TRUCKS	12	12,000 H	250,000 M	59 \$	10,325,000	18	31%	\$ 175,000	\$ 3,150,000	\$ 860,417
55013	STRIPER TRUCKS	15	12,000 H	250,000 M	5 \$	750,000	4	80%	\$ 150,000	\$ 600,000	\$ 50,000
55014	TRACTOR TRUCKS	15	12,000 H	250,000 M	3 \$	450,000	2	67%	\$ 150,000	\$ 300,000	\$ 30,000
61018	EDUCTORS	15	10,000 H	250,000 M	1 \$	250,000	1	100%	\$ 250,000	\$ 250,000	\$ 16,667
<b>HDT</b>	<b>Trucks_Heavy Duty &gt; 20001#</b>				<b>260</b>	<b>\$ 39,060,000</b>	<b>77</b>	<b>30%</b>		<b>\$ 11,510,000</b>	
55011	3 TO 5 TON TRUCKS	12	12,000 H	180,000 M	257 \$	38,550,000	76	30%	\$ 150,000	\$ 11,400,000	\$ 3,212,500
55021	CAR CARRIERS/WRECKERS	15	180,000 M	12,000 H	1 \$	150,000	0	0%	\$ 150,000	\$ -	\$ 10,000
61022	PAINT VANS	15	180,000 M	12,000 H	1 \$	110,000	1	100%	\$ 110,000	\$ 110,000	\$ 7,333
61033	MOBIL CORE DRILL	15	12,000 H	150,000 M	1 \$	250,000	0	0%	\$ 250,000	\$ -	\$ 16,667
<b>MDT</b>	<b>Trucks_Medium Duty &gt; 10001#</b>				<b>55</b>	<b>\$ 4,310,000</b>	<b>33</b>	<b>60%</b>		<b>\$ 2,565,000</b>	
55009	1 TO 1-1/2 TON TRUCKS	6	150,000 M	0 H	49 \$	3,920,000	28	57%	\$ 80,000	\$ 2,240,000	\$ 653,333
55010	PATROL TRUCKS	10	12,000 H	150,000 M	6 \$	390,000	5	83%	\$ 65,000	\$ 325,000	\$ 39,000
<b>LDT1</b>	<b>Trucks_Light Duty &lt; 8501#</b>				<b>107</b>	<b>\$ 2,075,000</b>	<b>51</b>	<b>48%</b>		<b>\$ 1,010,000</b>	
55008	1/2 TON PICKUPS	7	150,000 M	0 N	101 \$	1,919,000	46	46%	\$ 19,000	\$ 874,000	\$ 274,143
55016	CARGO/BOX TRUCKS - UP TO 8500 LBS	7	150,000 M	0 N	1 \$	26,000	1	100%	\$ 26,000	\$ 26,000	\$ 3,714
55022	SUVS - UP TO 8500 LBS	7	150,000 M	0 N	1 \$	50,000	1	100%	\$ 50,000	\$ 50,000	\$ 7,143
56001	VANS/BUSES - UP TO 8 PASSENGERS CAPACITY	7	150,000 M	0 N	4 \$	80,000	3	75%	\$ 20,000	\$ 60,000	\$ 11,429
<b>LDT2</b>	<b>Trucks_Light Duty &gt; 8501#</b>				<b>183</b>	<b>\$ 4,778,000</b>	<b>58</b>	<b>32%</b>		<b>\$ 1,571,000</b>	
55015	3/4 TON PICKUPS	7	150,000 M	0 N	160 \$	4,080,000	42	26%	\$ 25,500	\$ 1,071,000	\$ 582,857
55017	CARGO/BOX TRUCKS - 8501 LBS TO 10000 LBS	10	150,000 M	0 N	5 \$	130,000	3	60%	\$ 26,000	\$ 78,000	\$ 13,000
55023	SUVS - 8501 LBS TO 10000 LBS	10	150,000 M	0 N	13 \$	390,000	9	69%	\$ 30,000	\$ 270,000	\$ 39,000
61027	UTILITY VEHICLES	10	150,000 M	0 N	3 \$	126,000	3	100%	\$ 42,000	\$ 126,000	\$ 12,600
61028	ROAD ANALYSIS VEHICLES	10	150,000 M	0 N	2 \$	52,000	1	50%	\$ 26,000	\$ 26,000	\$ 5,200
<b>PASSAUT</b>	<b>Passenger Autos</b>				<b>113</b>	<b>\$ 2,007,500</b>	<b>71</b>	<b>63%</b>		<b>\$ 1,278,500</b>	
61024	COMPACT SEDANS	7	150,000 M	0 N	19 \$	313,500	1	5%	\$ 16,500	\$ 16,500	\$ 44,786
61025	MID SIZE SEDANS	7	150,000 M	0 N	93 \$	1,674,000	69	74%	\$ 18,000	\$ 1,242,000	\$ 239,143
61026	FULL SIZE SEDANS	7	150,000 M	0 N	1 \$	20,000	1	100%	\$ 20,000	\$ 20,000	\$ 2,857
<b>VB1</b>	<b>Vans &amp; Buses, 1 seats 9-20</b>				<b>1</b>	<b>\$ 26,000</b>	<b>1</b>	<b>100%</b>		<b>\$ 26,000</b>	
56002	VANS/BUSES - 9 TO 20 PASSENGERS CAPACITY	10	150,000 M	0 N	1 \$	26,000	1	100%	\$ 26,000	\$ 26,000	\$ 2,600
<b>MEC</b>	<b>Mobile Equipment_Construction</b>				<b>149</b>	<b>\$ 19,232,000</b>	<b>115</b>	<b>77%</b>		<b>\$ 14,380,000</b>	
11001	COMPRESSORS	10	7,500 H	0 N	24 \$	384,000	22	92%	\$ 16,000	\$ 352,000	\$ 38,400
19008	YARD CRANES	15	6,500 H	0 N	5 \$	675,000	2	40%	\$ 135,000	\$ 270,000	\$ 45,000
25001	MOTOR GRADERS	13	12,000 H	0 N	20 \$	6,200,000	14	70%	\$ 310,000	\$ 4,340,000	\$ 476,923
25003	MAINTAINERS	12	10,000 H	0 N	1 \$	240,000	1	100%	\$ 240,000	\$ 240,000	\$ 20,000
33002	WHEELED LOADERS	12	12,000 H	0 N	44 \$	7,260,000	36	82%	\$ 165,000	\$ 5,940,000	\$ 605,000
43001	SELF PROPELLED SWEEPERS	10	9,000 M	100,000 H	2 \$	500,000	2	100%	\$ 250,000	\$ 500,000	\$ 50,000
49001	TRACTOR/MOWERS	12	3,000 H	0 N	2 \$	100,000	2	100%	\$ 50,000	\$ 100,000	\$ 8,333
49002	TRACTOR/LOADERS	12	6,000 H	0 N	27 \$	1,755,000	23	85%	\$ 65,000	\$ 1,495,000	\$ 146,250
49003	TRACTOR/LOADER/BACKHOES	12	10,000 H	0 N	5 \$	550,000	5	100%	\$ 110,000	\$ 550,000	\$ 45,833
49007	FORK LIFTS	12	6,000 H	0 N	3 \$	150,000	2	67%	\$ 50,000	\$ 100,000	\$ 12,500
49013	SKID STEER LOADERS	12	5,000 H	0 N	9 \$	495,000	2	22%	\$ 55,000	\$ 110,000	\$ 41,250
59001	TRAILER WELDERS	15	5,000 H	0 N	1 \$	10,000	1	100%	\$ 10,000	\$ 10,000	\$ 667
61003	CORE DRILLS	15	12,000 H	0 N	5 \$	900,000	2	40%	\$ 180,000	\$ 360,000	\$ 60,000
61020	BOILER AND STEAM CLEANER	20	10,000 H	0 M	1 \$	13,000	1	100%	\$ 13,000	\$ 13,000	\$ 650
<b>TRE</b>	<b>Trailers_Equipment -Flatbed</b>				<b>9</b>	<b>\$ 90,000</b>	<b>9</b>	<b>100%</b>		<b>\$ 90,000</b>	
53002	TRAILERS	10	10,000 H	180,000 M	9 \$	90,000	9	100%	\$ 10,000	\$ 90,000	\$ 9,000
<b>TRENC</b>	<b>Trailers_Enclosed</b>				<b>2</b>	<b>\$ 50,000</b>	<b>0</b>	<b>0%</b>		<b>\$ 25,000</b>	
53007	BOX TRAILERS	10	0 H	0 M	2 \$	50,000	1	50%	\$ 25,000	\$ 25,000	\$ 5,000
<b>AE</b>	<b>Associated Equipment_</b>				<b>259</b>	<b>\$ 6,465,000</b>	<b>1</b>	<b>0%</b>		<b>\$ 20,000</b>	
61002	SLIDE-IN SPREADERS	40	12,000 H	0 N	257 \$	6,425,000	0	0%	\$ 25,000	\$ -	\$ 160,625
61076	SELF PROPELLED SCISSORS LIFT	10	H	N	2 \$	40,000	1	50%	\$ 20,000	\$ 20,000	\$ 4,000
<b>Total=</b>						<b>\$ 90,793,500</b>			<b>Total=</b>	<b>\$ 37,700,500</b>	<b>\$ 7,925,486</b>

Notes: Approx. acquisition costs paid to purchase the current fleet **\$60.7 million**

Approx. depreciated value of the current fleet **\$38.2 million**

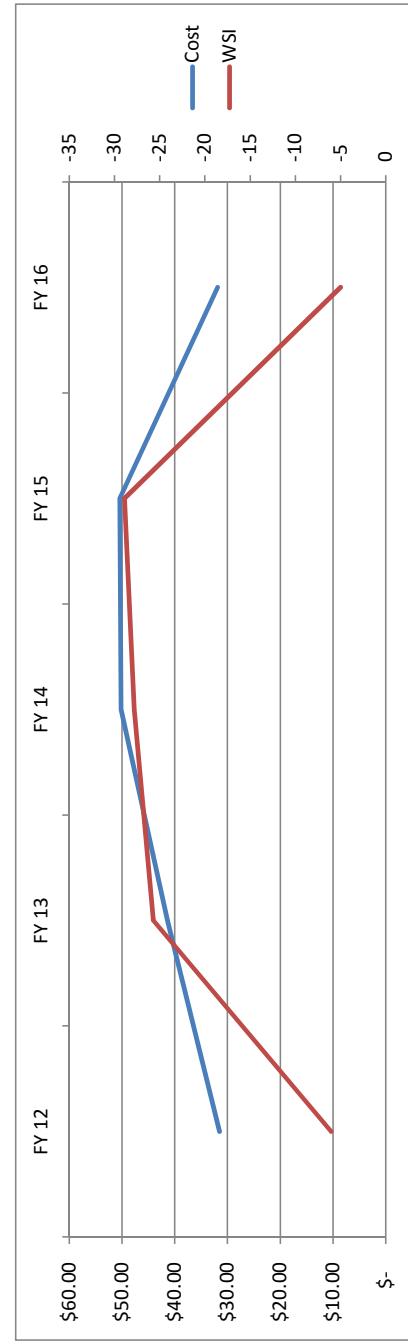
Column J: 'Target Funding Level / Yr.' represents a per year requirement for equipment replacement based on expected life.

To catch up over time:

<b>1 yr</b>	<b>\$37,700,500</b>	Current bill due to bring fleet to optimal replacement level.
5 yrs	\$7,540,100	
10 yrs	\$3,770,050	
15 yrs	\$2,513,367	

**State of New Hampshire Department of Transportation  
Historical Highway Funded Winter Maintenance  
Fiscal Years 2012 - 2016 Actual vs 2018-2019 Budget**

	A (In Millions)	B	C	D	E	F	G	H	I	J	K
1	2012	2013	2014	2015	2016	3 Year Average	2018 Budget	2019 Budget	Variance to 3 yr Avg		
2											
3	Incremental Personnel Costs	\$ -	\$ -	\$ 6.4	\$ 7.2	\$ 5.1	\$ 5.8	\$ 5.8	5.8		
4	Commodities			13.7	13.7	8.4	8.8	8.8	8.8		
5	Rented Equipment			8.2	8.7	5.2	7.5	7.5	7.5		
6	Utilities			0.8	0.8	0.8	1.0	1.0	1.0		
7	<b>2928 Winter Maint. Total</b>	<b>-</b>	<b>-</b>	<b>29.1</b>	<b>30.4</b>	<b>19.5</b>	<b>26.3</b>	<b>23.1</b>	<b>23.1</b>	<b>(3.2)</b>	
8	Personnel Costs	14.3	20.5								
9	Commodities	8.4	7.1								
10	Rented Equipment	4.6	6.5								
11	Utilities	0.6	0.6								
12	<b>3007 Pre-2014 Total</b>	<b>27.9</b>	<b>34.7</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	
13	Personnel Costs			15.7	14.8	10.5			13.7	13.7	
14	<b>3007 2014 and Later Total</b>	<b>-</b>	<b>-</b>	<b>15.7</b>	<b>14.8</b>	<b>10.5</b>	<b>13.7</b>	<b>13.7</b>	<b>13.7</b>	<b>0.0</b>	
15	State Equipment Usage	3.6	6.7	5.4	5.2	3.5					
16	Fuel										
17	Maintenance										
18	<b>3005 Total</b>	<b>3.6</b>	<b>6.7</b>	<b>5.4</b>	<b>5.2</b>	<b>3.5</b>	<b>4.7</b>	<b>4.7</b>	<b>4.7</b>	<b>-</b>	
19	<b>TOTAL</b>	<b>\$ 31.5</b>	<b>\$ 41.4</b>	<b>\$ 50.2</b>	<b>\$ 50.4</b>	<b>\$ 33.5</b>	<b>\$ 44.7</b>	<b>\$ 41.5</b>	<b>\$ 41.5</b>	<b>\$ (3.20)</b>	
20											
21											
22	<b>Winter Severity Index (WSI)</b>	<b>-6.05</b>	<b>-25.71</b>	<b>-27.82</b>	<b>-28.88</b>	<b>-5.00</b>	<b>-20.57</b>				
23	* WSI (winter severity index) is a formula that utilizes temperature and snow fall data.										
24											
25	FY 12										
26	\$60.00										
27	\$50.00										
28	\$40.00										
29	\$30.00										
30	\$20.00										
31	\$10.00										
32	\$-										
33											
34											
35											
36											
37											



#### **Municipal Aid and Construction Investment by Project/Location Fiscal Year 2016**

Project Name/Location	Project Number	Route / Road	Unrestricted Highway			Restricted Highway		Federal Aid			Other	Turnpike				General	Capital	
			Block Grant	Municipal Bridge	State Aid Construction	Betterment	SB367 Construction	Consolidated Federal Aid	Municipal Aid Federal	SPR Planning		I-93 Construction	Turnpike R&R	Turnpike Construction	Toll Equipment	I-95 Bridge Purchase	Bond Railroad	Bond Funded Projects
ACWORTH	16301	NH 123A						161,381.74										161,381.74
ACWORTH	24834	BLOCK GRANT AID	133,417.22				9,933.34											143,350.56
ACWORTH, HILL ROAD	40597	HILL ROAD				138,051.50												138,051.50
ALBANY	15454	NH 112						7,967.95										7,967.95
ALBANY	15669	KANCAMAGUS HIGHWAY						339,885.72										339,885.72
ALBANY	29570	BEAR NOTCH ROAD				32,716.68												32,716.68
ALBANY	24834	BLOCK GRANT AID	33,087.70				4,493.21											37,580.91
ALEXANDRIA	24834	BLOCK GRANT AID	74,017.06				10,051.31											84,068.37
ALLENSTOWN	15991	GRANITE STREET						215,166.02										215,166.02
ALLENSTOWN	24834	BLOCK GRANT AID	77,995.83				10,591.61											88,587.44
ALSTEAD	24082	NH12A - RAIN STORM 6/28/13						6,504.07										6,504.07
ALSTEAD	20817	NH 123A						295.82										295.82
ALSTEAD	24834	BLOCK GRANT AID	82,869.29				11,253.41											94,122.70
ALTON	14121D	NH 28						(2,286.17)										(2,286.17)
ALTON	24834	BLOCK GRANT AID	168,188.00				22,839.44											191,027.44
AMHERST	24834	BLOCK GRANT AID	284,578.71				38,644.96											323,223.67
ANDOVER	24834	BLOCK GRANT AID	87,358.64				11,863.04											99,221.68
ANTRIM	99877Z	VARIOUS					(825.00)											(825.00)
ANTRIM	99807Z	VARIOUS					(55.20)											(55.20)
ANTRIM	24834	BLOCK GRANT AID	82,181.23				11,159.97											93,341.20
ASHLAND	16237	US 3 & NH 25						1,004,621.58										1,004,621.58
ASHLAND	24834	BLOCK GRANT AID	49,435.27				6,713.17											56,148.44
ASHLAND-PLYMOUTH	23794	I-93						(632.25)										(632.25)
ATKINSON	24834	BLOCK GRANT AID	137,876.14				18,723.18											156,599.32
AUBURN	40084	NH ROUTE 121					1,779.00											1,779.00
AUBURN	24834	BLOCK GRANT AID	137,412.60				18,660.23											156,072.83
BARNSTEAD	14121E	NH 28						108,833.74										108,833.74
BARNSTEAD	24834	BLOCK GRANT AID	154,368.71				20,962.82											175,331.53
BARNSTEAD-ALTON	14121	NH 28						38,430.39										38,430.39
BARRINGTON	16178	US 202 & NH 9						35,739.61										35,739.61
BARRINGTON	16402	US ROUTE 4						1,316.02										1,316.02
BARRINGTON	24834	BLOCK GRANT AID	187,535.69				25,466.79											213,002.48
BARTLETT	24834	BLOCK GRANT AID	90,533.71				12,294.20											102,827.91
BATH	10425J	US ROUTE 302 / NH ROUTE 10						(32,600.00)										-
BATH	28896	NH 135					43,419.79											43,419.79
BATH	24834	BLOCK GRANT AID	90,266.97				8,727.40											98,994.37
BEDFORD	13953	NH 101						2,784,917.85										2,784,917.85
BEDFORD	16100A	F. E. EVERETT TURNPIKE																81,407.76
BEDFORD	16156	NH 114						21,177.27										21,177.27
BEDFORD	25234	BRIDGE MAINT - BEDFORD 3-SIDED SHED				96.97												96.97
BEDFORD	M594	DISTRICT 5 NON-MATS DISTRICT-WIDE CHARGES				3,885.40												3,885.40
BEDFORD	99884Z	VARIOUS				(147.18)												(147.18)
BEDFORD	99844Z	VARIOUS				131.10												131.10
BEDFORD	24834	BLOCK GRANT AID	482,916.16				65,578.60											548,494.76
BEDFORD - MANCHESTER	40731	I-293 EB & WB						8,089.25										8,089.25
BEDFORD - MERRIMACK	16100	F.E. EVERETT TPK																25,390.71
BELMONT	14285	SHAKER ROAD		2,191.30														2,191.30
BELMONT	14400	LAKE WINNISQUAM SCENIC TRAIL							15,319.61									15,319.61
BELMONT	16202	NH 140 / SOUTH ROAD						6,772.49										6,772.49
BELMONT	16203	NH 106 / SEAVEY RD						48,731.21										48,731.21
BELMONT	24834	BLOCK GRANT AID	168,281.07				22,852.08											191,133.15
BELMONT-GILFORD	29530	US 3/ NH 11 BYPASS						2,378.36										2,378.36
BELMONT-LACONIA	40423	ROUTE 106						7,372.83										7,372.83
BENNINGTON	16030	VILLAGE AREA						46,483.93										46,483.93
BENNINGTON	24834	BLOCK GRANT AID	38,561.80				5,236.59											43,798.39
BENTON	29703	NH 116					275.00											275.00
BENTON	24834	BLOCK GRANT AID	13,082.36				1,776.54											14,858.90
BERLIN	12958B	NH 110						1,331,312.75										1,331,312.75
BERLIN	12958H	NH 110						8,050.49										8,050.49
BERLIN	15793	12TH STREET						440,402.86										440,402.86
BERLIN	16019	HUTCHINS STREET							45,416.24									45,416.24
BERLIN	40716	NH 110					61,416.22											61,416.22
BERLIN	24834	BLOCK GRANT AID	208,793.43				28,353.53											237,146.96
BETHLEHEM	26763	US RTE 302						666.08										666.08
BETHLEHEM	24834	BLOCK GRANT AID	93,874.81				12,747.92											106,622.73
BOSCAWEN	15777	BEST AVENUE (SCHOOL DRIVEWAY)						25,675.85	</td									

# Municipal Aid and Construction Investment by Project/Location Fiscal Year 2016

Project Name/Location	Project Number	Route / Road	Unrestricted Highway			Restricted Highway		Federal Aid			Other	Turnpike			General	Capital		
			Block Grant	Municipal Bridge	State Aid Construction	Betterment	SB367 Construction	Consolidated Federal Aid	Municipal Aid Federal	SPR Planning		I-93 Construction	Turnpike R&R	Turnpike Construction	Toll Equipment	I-95 Bridge Purchase	Railroad	Bond Funded Projects
CANAAN	28335	US 4				520.00		322,204.80										322,204.80
CANAAN	M205	CANAAN PATROL SECTION																520.00
CANAAN	24834	BLOCK GRANT AID	137,040.70				18,609.72											155,650.42
CANDIA	24834	BLOCK GRANT AID	98,318.22				13,351.32											111,669.54
CANDIA-EPPING	26606	NH 101						4,328,313.84										4,328,313.84
CANDIA-RAYMOND	28903	VARIES						548,244.86										548,244.86
CANTERBURY	40178	INTERVALE ROAD				212,896.07												212,896.07
CANTERBURY	M525	CANTERBURY PATROL SECTION				112.37												112.37
CANTERBURY	24834	BLOCK GRANT AID	81,792.71				11,107.22											92,899.93
CARROLL	99802Z	VARIOUS					(276.87)											(276.87)
CARROLL	24834	BLOCK GRANT AID	22,795.16				3,095.52											25,890.68
CARROLL - JEFFERSON	25066	NH115						1,854,907.41										1,854,907.41
CARROLL- MT WASHINGTON OVERLOOK	21431	ROUTE 302						3,255.56										3,255.56
CENTER HARBOR	24834	BLOCK GRANT AID	34,454.91				4,678.87											39,133.78
CENTER HARBOR - NEW HAMPTON	24579	WAUKewan ROAD						20,720.01										20,720.01
CENTRAL TURNPIKE DRAINAGE	29024	FEET, I-293 AND I-93																10,746.22
CENTRAL TURNPIKE ROW	25238	FEET AND I-93																4,521.50
CHARLESTOWN	29036	NH 12A				9,525.03												9,525.03
CHARLESTOWN	24834	BLOCK GRANT AID	136,094.72				18,481.27											154,575.99
CHARLESTOWN - SPRINGFIELD, VT	29801	NH 11				86,907.89												86,907.89
CHATHAM	24834	BLOCK GRANT AID	15,378.42				2,088.34											17,466.76
CHESHIRE COUNTY	STM77011	CHESHIRE - COUNTYWIDE FY16 STORM				246.31												246.31
CHESTER	24834	BLOCK GRANT AID	123,800.09				16,811.69											140,611.78
CHESTERFIELD	13597	NH 63						57,720.32										57,720.32
CHESTERFIELD	24834	BLOCK GRANT AID	131,230.46				17,820.71											149,051.17
CHICHESTER	M503	CHICHESTER PATROL SECTION				371.14												371.14
CHICHESTER	24834	BLOCK GRANT AID	78,592.08				10,672.57											89,264.65
CHICHESTER - EPSOM	29533	US 4/US 202					9,353.91											9,353.91
CLAREMONT	13248	NH 12						29,419.84										29,419.84
CLAREMONT	14494	NH 11/ NH 12						79,253.26										79,253.26
CLAREMONT	23677	MAIN ST						41,848.60										41,848.60
CLAREMONT	25621	NH 11 / 103						6,738.60										6,738.60
CLAREMONT	28693	MAPLE AVENUE, DINARD AND BLUFF ELEMENTARY SCHOOL							6,425.70									6,425.70
CLAREMONT	SBG02006	CLAREMONT MUNICIPAL AIRPORT																12,631.53
CLAREMONT	SBG02007	CLAREMONT MUNICIPAL AIRPORT																53,380.38
CLAREMONT	24834	BLOCK GRANT AID	279,010.81				37,888.85											316,899.66
CLARKSVILLE	24834	BLOCK GRANT AID	18,088.56				2,456.37											20,544.93
COLEBROOK	28733	COLEBROOK ELEMENTARY SCHOOL							10,351.12									10,351.12
COLEBROOK	28734	COLEBROOK ELEMENTARY SCHOOL							1,071.76									1,071.76
COLEBROOK	24834	BLOCK GRANT AID	82,503.58				11,203.75											93,707.33
COLUMBIA	M102	COLUMBIA PATROL SECTION				19.66												19.66
COLUMBIA	24834	BLOCK GRANT AID	36,388.68				4,941.47											41,330.15
CONCORD	12004	SEWALLS FALLS ROAD							1,484,092.92									1,484,092.92
CONCORD	16287	I-393						107,127.96										107,127.96
CONCORD	16288	I-393						59,087.89										59,087.89
CONCORD	22554	MERRIMACK VALLEY MIDDLE, PENACOOK ELEM. & BOSCAWEN ELEM.							2,232.31									2,232.31
CONCORD	28053	LOUDON ROAD BETWEEN HAZEN DRIVE & D'AMANTE DRIVE							6,147.37									6,147.37
CONCORD	28417	I-393 - DRAINAGE						3,616.49										3,616.49
CONCORD	28977	STICKNEY AVE						309,290.93										309,290.93
CONCORD	40812	I-93																36,205.74
CONCORD	40780	I393 - EMERGENCY CULVERT REPAIRS				52,686.98												52,686.98
CONCORD	27933	HAZEN DRIVE																43,940.48
CONCORD	SBG04003	CONCORD MUNICIPAL AIRPORT																774.85
CONCORD	SBG04008	CONCORD MUNICIPAL AIRPORT																106,009.74
CONCORD	SBG04009	CONCORD MUNICIPAL AIRPORT																1,056.19
CONCORD	SBG04010	CONCORD MUNICIPAL AIRPORT																49,175.41
CONCORD	SBG04011	CONCORD MUNICIPAL AIRPORT																320,441.72
CONCORD	SBG33009	STATEWIDE																

#### **Municipal Aid and Construction Investment by Project/Location Fiscal Year 2016**

Project Name/Location	Project Number	Route / Road	Unrestricted Highway			Restricted Highway		Federal Aid			Other	Turnpike			General	Capital	
			Block Grant	Municipal Bridge	State Aid Construction	Betterment	SB367 Construction	Consolidated Federal Aid	Municipal Aid Federal	SPR Planning		I-93 Construction	Turnpike R&R	Turnpike Construction	Toll Equipment	I-95 Bridge Purchase	Bond Funded Projects
DERRY SALT SHED	28980A	KENDALL POND RD															19,935.88
DISTRICT 1	11661X	VARIOUS					404,267.81										404,267.81
DISTRICT 1	40357	VARIOUS					124,025.40										124,025.40
DISTRICT 1	40881	VARIOUS DISTRICT 1 ROADS					462.70										462.70
DISTRICT 1	11661Y	VARIOUS DISTRICT 1 ROADS					90.29										90.29
DISTRICT 1	28533	MT. WASHINGTON COG															750,000.00
DISTRICT 1 REHABILITATION	29222	NH 26					152,937.47										152,937.47
DISTRICT 1 RESURFACING	16161C	VARIOUS					(1,301.79)										(1,301.79)
DISTRICT 1 RESURFACING	16161D	VARIOUS					2,418,303.65	653,333.52									3,071,637.17
DISTRICT 1 RESURFACING	29195	VARIOUS						(1,330.90)									(1,330.90)
DISTRICT 1 RESURFACING	29571	VARIOUS					1,920,496.13	513,333.48									2,433,829.61
DISTRICT 2	M298	DISTRICT 2 ADMINISTRATIVE CHARGES					5,175.00										5,175.00
DISTRICT 2	40334	VARIOUS					399,557.96										399,557.96
DISTRICT 2	40344	DISTRICT WIDE					248.61										248.61
DISTRICT 2 PAVEMENT LEVELING	11662W	DISTRICT 2					29,814.26										29,814.26
DISTRICT 2 REHABILITATION OF SECOND	29236	VARIOUS ROADWAYS						95.90									95.90
DISTRICT 2 RESURFACING	16162D	VARIOUS ROADS						1,719,970.06	653,333.52								2,373,303.58
DISTRICT 2 RESURFACING	29217	VARIOUS						(2,913.51)									(2,913.51)
DISTRICT 2 RESURFACING	29552	VARIOUS					1,365,064.03	514,682.49									1,879,746.52
DISTRICT 3	24863	VARIOUS ROUTES							142.13								142.13
DISTRICT 3	16102D	VARIOUS LOCATIONS					325.00										325.00
DISTRICT 3 REHABILITATION OF SECOND	29237	VARIOUS ROADWAYS					497.00	114,505.72									115,002.72
DISTRICT 3 REHABILITATION OF SECOND	29664	VARIOUS					100,497.00	972,405.83									1,072,902.83
DISTRICT 3 RESURFACING	16163C	VARIOUS					(23,066.02)										(23,066.02)
DISTRICT 3 RESURFACING	16163D	VARIOUS ROADWAYS					4,377,631.70										4,377,631.70
DISTRICT 3 RESURFACING	16163E	VARIOUS					4,897.17										4,897.17
DISTRICT 3 RESURFACING	29218	VARIOUS						(10,604.21)									(10,604.21)
DISTRICT 3 RESURFACING	29573	VARIOUS					339,677.26	1,263,129.10									1,602,806.36
DISTRICT 4	11664X	VARIOUS ROADS IN DISTRICT FOUR					54,495.29										54,495.29
DISTRICT 4	40897	MULTIPLE					12,069.52										12,069.52
DISTRICT 4 RESURFACING	16164C	VARIOUS					1,785.48										1,785.48
DISTRICT 4 RESURFACING	16164D	VARIOUS ROADWAYS					1,403,653.49	867,788.01									2,271,441.50
DISTRICT 4 RESURFACING	29219	VARIOUS						810,773.05									810,773.05
DISTRICT 4 RESURFACING	29574	VARIOUS						1,013,205.05	628,589.23								1,641,794.28
DISTRICT 5	40356	VARIOUS						85,411.12									85,411.12
DISTRICT 5 INMATE	16101C	DISTRICT 5 ROADS					1,500.00										1,500.00
DISTRICT 5 INMATE	16101D	DISTRICT 5 ROADS					5,613.94										5,613.94
DISTRICT 5 PAVEMENT ROADWAY LEVELIN	11665X	DISTRICT 5 ROADS						176,456.67									176,456.67
DISTRICT 5 REHABILITATION OF SECOND	29238	VARIOUS ROADWAY'S					967.75	203,562.36									204,530.11
DISTRICT 5 RESURFACING	16165C	VARIOUS					8,103.12										8,103.12
DISTRICT 5 RESURFACING	16165D	VARIOUS ROADWAYS						1,561,525.58	618,333.51								2,179,859.09
DISTRICT 5 RESURFACING	29220	VARIOUS							21,929.05								21,929.05
DISTRICT 5 RESURFACING	29575	VARIOUS						950,622.94	548,333.49								1,498,956.43
DISTRICT 5 SLOPE PIPES	40052	I-93/I-293/I-89/I-393						63,092.77									63,092.77
DISTRICT 6	40606	VARIOUS ROADS IN DISTRICT SIX						45,178.23									45,178.23
DISTRICT 6	40724	VARIOUS ROUTES						18,000.00									18,000.00
DISTRICT 6	11666X	VARIOUS ROADS IN DISTRICT SIX						169,757.89									169,757.89
DISTRICT 6	40398	VARIOUS ROADS IN DISTRICT SIX						5,675.80									5,675.80
DISTRICT 6 REHABILITATION OF SECOND	29239	VARIOUS ROADWAYS IN DISTRICT 6							412,422.12								412,422.12
DISTRICT 6 RESURFACING	16166C	VARIOUS					1,784.85										1,784.85
DISTRICT 6 RESURFACING	16166D	VARIOUS ROADWAYS						1,029,769.54	583,333.50								1,613,103.04
DISTRICT 6 RESURFACING	29221	VARIOUS							14,489.26								14,489.26
DISTRICT 6 RESURFACING	29576	VARIOUS						936,410.30	584,943.39								1,521,353.69
DIXVILLE	29776	NH 26								993,921.29							993,921.29
DIXVILLE-COLEBROOK	40518	GOLF LINKS ROAD						27,042.71									27,042.71
DORCHESTER	24834	BLOCK GRANT AID		31,777.90					2,984.89				25.00				34,762.79
DOVER	27885	CENTRAL AVE/CHESTNUT ST/THIRD ST															25.00
DOVER	M606	DOVER PATROL SECTION						76.00									76.00
DOVER	24834	BLOCK GRANT AID		511,237.34					69,424.53								580,661.87
DOVER - BEDFORD	29023	SPAULDING AND EVERETT TPKS											6,906.39				6,906.39
DOVER - ROCHESTER	29440	SPAULDING TURNPIKE												171.02			171.02
DOVER-ROCHESTER-PORTSMOUTH-HAMP	23784	SPAULDING AND BLUE STAR TURNPIKES															48,364.29
DUBLIN	15684	CHARCOAL ROAD							334,806.40								334,806.40
DUBLIN	16005	DUBLIN CONSOLIDATED SCHOOL ON RTE. 101								1,947.84							1,947.84
DUBLIN	16047	NH 101								14,298.14							14,298.14
DUBLIN	24834	BLOCK GRANT AID		68,913.47					9,358.25								78,271.72
DUMMER	24834	BLOCK GRANT AID		15,198.57					2,063.92				</				

# Municipal Aid and Construction Investment by Project/Location Fiscal Year 2016

Project Name/Location	Project Number	Route / Road	Unrestricted Highway			Restricted Highway		Federal Aid			Other	Turnpike			General	Capital	
			Block Grant	Municipal Bridge	State Aid Construction	Betterment	SB367 Construction	Consolidated Federal Aid	Municipal Aid Federal	SPR Planning		I-93 Construction	Turnpike R&R	Turnpike Construction	Toll Equipment	I-95 Bridge Purchase	
																	Project Total
EPPING - BRENTWOOD	26605	NH 101						4,188.25									4,188.25
EPSOM	28993	US ROUTE 4						46.29									46.29
EPSOM	24834	BLOCK GRANT AID	112,599.77					15,290.72									127,890.49
EPSOM - NORTHWOOD	28356	US 4						47.35		(1,623.74)							(1,623.74)
ERROL	40885	NH-16/NH-26															47.35
ERROL	24834	BLOCK GRANT AID	4,202.82					570.73									4,773.55
ERROL/DIXVILLE	M103	ERROL/DIXVILLE PATROL SECTIONS						2,140.00									2,140.00
EXETER	24834	BLOCK GRANT AID	252,922.91					34,346.19									287,269.10
EXETER - HAMPTON	28535	NH 101							3,115,657.89								3,115,657.89
FARMINGTON	15333	GROVE STREET							1,155.40								1,155.40
FARMINGTON	16146	NH 153							257,218.51								257,218.51
FARMINGTON	16212	NH 11							3,890.00								3,890.00
FARMINGTON	24834	BLOCK GRANT AID	143,993.61					19,553.90									163,547.51
FITZWILLIAM	24834	BLOCK GRANT AID	87,893.73					11,935.71									99,829.44
FRANCESTOWN	15762	JUNIPER HILL ROAD						400,201.38									400,201.38
FRANCESTOWN	15764	WOODWARD HILL ROAD						506,913.68									506,913.68
FRANCESTOWN	24834	BLOCK GRANT AID	82,631.92					11,221.18									93,853.10
FRANCONIA	24497	NH 18							19,248.71								19,248.71
FRANCONIA	24834	BLOCK GRANT AID	46,854.12					6,362.66									53,216.78
FRANCONIA - LITTLETON	15931	I-93						1,948,831.77									1,948,831.77
FRANCONIA - LITTLETON	22312	I-93						2,243.44									2,243.44
FRANCONIA-PINKHAMS NOTCH-ERROL	14567X	NH 141 & NH 16															(5,367.33)
FRANKLIN	13928A	US 3							2,029,767.02								2,029,767.02
FRANKLIN	24834	BLOCK GRANT AID	178,004.61					24,172.51									202,177.12
FREEDOM	29175	MOULTON ROAD						13,788.64									13,788.64
FREEDOM	24834	BLOCK GRANT AID	71,745.03					9,742.76									81,487.79
FREMONT	24834	BLOCK GRANT AID	98,947.98					13,436.85									112,384.83
FUEL	40372	STATEWIDE						986.17									986.17
FUEL	4353C	VARIOUS															6,106.10
FUEL - 2015 COMPLIANCE	29728	VARIOUS						785.23									785.23
FUEL - 2015 COMPLIANCE	29728	VARIOUS															198,291.29
FUEL - 2015 COMPLIANCE	29728A	VARIOUS															13,581.10
GILFORD	15903	US 3 BYP & NH 11							915,812.21								915,812.21
GILFORD	16279	NH 11A							34,846.18								34,846.18
GILFORD	29666	NH 11C						284,809.32									284,809.32
GILFORD	SBG09008	LACONIA MUNICIPAL AIRPORT															1,662.50
GILFORD	SBG09009	LACONIA MUNICIPAL AIRPORT															23,476.42
GILFORD	SBG09010	LACONIA MUNICIPAL AIRPORT															2,193.35
GILFORD	24834	BLOCK GRANT AID	193,513.64					26,278.58									219,792.22
GILMANTON	24834	BLOCK GRANT AID	133,789.51					18,168.22									151,957.73
GILSUM	40441	NH 10						564.00									564.00
GILSUM	24834	BLOCK GRANT AID	28,331.05					3,847.28									32,178.33
GOFFSTOWN	16029	GOFFSTOWN BRANCH RAIL CORRIDOR							459,915.25								459,915.25
GOFFSTOWN	20246	NH ROUTE 114 & NH ROUTE 13							14,476.76								14,476.76
GOFFSTOWN	24834	BLOCK GRANT AID	367,757.86					49,940.44									417,698.30
GOFFSTOWN	16029A	ROUTE 114								2,216.01							2,216.01
GORHAM	40420	ROUTE 16							38,527.37								38,527.37
GORHAM	24834	BLOCK GRANT AID	54,499.74					7,400.90									61,900.64
GOSHEN	24834	BLOCK GRANT AID	26,927.99					3,656.74									30,584.73
GRAFTON	24834	BLOCK GRANT AID	119,453.77					11,042.02									130,495.79
GRANTHAM	24834	BLOCK GRANT AID	58,472.44					7,940.40									66,412.84
GREENFIELD	24834	BLOCK GRANT AID	66,779.07					9,068.41									75,847.48
GREENLAND	16267	OCEAN ROAD OVER I-95															11,111.16
GREENLAND	24834	BLOCK GRANT AID	71,735.32					9,741.44									81,476.76
GREENVILLE	M415	GREENVILLE PATROL SECTION						23.88									23.88
GREENVILLE	24834	BLOCK GRANT AID	37,833.54					5,137.69									42,971.23
GROTON	24834	BLOCK GRANT AID	22,667.14					3,078.13									25,745.27
HAMPTON	24834	BLOCK GRANT AID	173,969.59					23,624.56									197,594

# Municipal Aid and Construction Investment by Project/Location Fiscal Year 2016

Project Name/Location	Project Number	Route / Road	Unrestricted Highway			Restricted Highway		Federal Aid			Other	Turnpike			General	Capital	Project Total	
			Block Grant	Municipal Bridge	State Aid Construction	Betterment	SB367 Construction	Consolidated Federal Aid	Municipal Aid Federal	SPR Planning		I-93 Construction	Turnpike R&R	Turnpike Construction	Toll Equipment	I-95 Bridge Purchase	Railroad	Bond Funded Projects
HOOKSETT	40772	I-93										17,753.24						17,753.24
HOOKSETT	24834	BLOCK GRANT AID	264,815.03				35,961.10											300,776.13
HOOKSETT - BOW	27854	I-93											621.84					621.84
HOPKINTON	28813	I-89							73,951.93									73,951.93
HOPKINTON	24834	BLOCK GRANT AID	165,492.57				22,473.41											187,965.98
HUDSON	14408	TRAIN DEPOT							211,055.13									211,055.13
HUDSON	16175	PELHAM ROAD					292,889.33											292,889.33
HUDSON	20245	NH ROUTE 111 (FERRY ST.) / LIBRARY ST.							272,011.57									272,011.57
HUDSON	28340	ROUTE 111										3,714.35	(13,944.59)					(10,230.24)
HUDSON	24834	BLOCK GRANT AID	469,105.74				63,703.19											532,808.93
JACKSON	27709	NH ROUTE 16						101,370.32										101,370.32
JACKSON	24834	BLOCK GRANT AID	35,286.96				4,791.87											40,078.83
JAFFREY	40483	POOLE ROAD					85,224.50											85,224.50
JAFFREY	24834	BLOCK GRANT AID	140,970.63				19,143.39											160,114.02
JEFFERSON	16152	US 2																436,499.19
JEFFERSON	28973	NH115A					1,394.00											1,394.00
JEFFERSON	24834	BLOCK GRANT AID	40,595.07				5,512.70											46,107.77
KEENE	10309B	WINCHESTER STREET											34,246.46					34,246.46
KEENE	14834	CHESHIRE RAIL TRAIL											6,304.25					6,304.25
KEENE	16152	NH 9 & NH 10											318,163.68					318,163.68
KEENE	22272	NH9/NH10/NH12											73,559.51					73,559.51
KEENE	26765	NH 9											29,387.55					29,387.55
KEENE	27790	EMERALD AND ISLAND STREETS											396,873.98					396,873.98
KEENE	28737	JONATHAN M. DANIELS ELEMENTARY SCHOOL											16,504.15					16,504.15
KEENE	SBG08010	DILLANT-HOPKINS AIRPORT																5,298.04
KEENE	SBG08011	DILLANT-HOPKINS AIRPORT																9,678.89
KEENE	SBG08012	DILLANT-HOPKINS AIRPORT																120,420.85
KEENE	24834	BLOCK GRANT AID	427,250.73				58,019.40											485,270.13
KEENE - ROXBURY/SWANZEY	23822	NH 9 / NH 10											(2,685.88)					(2,685.88)
KEENE - SWANZEY	10309	NH 101											8,072.54					8,072.54
KEENE - SWANZEY	10309P	NH 9/10/12/101											470,920.05					470,920.05
KENSINGTON	24834	BLOCK GRANT AID	49,917.34				6,778.63											56,695.97
KINGSTON	M611M	KINGSTON PATROL SECTION					150.00											150.00
KINGSTON	14567W	NH ROUTE 125																1,408.00
KINGSTON	24834	BLOCK GRANT AID	148,641.34				20,185.06											168,826.40
KINGSTON - BRENTWOOD	25082	NH 125											4,628.37					4,628.37
LACONIA	15303	MAIN STREET											1,278,358.78					1,278,358.78
LACONIA	16144	US 3											72,436.87					72,436.87
LACONIA	16225	NH 106											2,418.75					2,418.75
LACONIA	SBG09001	LACONIA MUNICIPAL AIRPORT																20,176.06
LACONIA	24834	BLOCK GRANT AID	295,085.77				40,071.78											335,157.55
LANCASTER	16208	US 2 & US 3											156,351.80					156,351.80
LANCASTER	40471	ROUTE 3																2,313.78
LANCASTER	40522	NH 135											859,008.57					859,008.57
LANCASTER	M194	DISTRICT 1 NON-MATS DISTRICT WIDE CHARGES											133.34					133.34
LANCASTER	99801Z	VARIOUS											(376.04)					(376.04)
LANCASTER	24834	BLOCK GRANT AID	92,854.23				12,609.33											105,463.56
LANCASTER - GUILDHALL, VT	16155	US 2											364,026.76					364,026.76
LANDAFF	99404Z	NH 112											51,828.80					51,828.80
LANDAFF	24834	BLOCK GRANT AID	31,473.72				3,471.83											34,945.55
LANGDON	24834	BLOCK GRANT AID	50,939.71				4,982.48											55,922.19
LEBANON	10034B	US 4 (MECHANIC STREET)											80,954.60					80,954.60
LEBANON	13558A	NH 12A											32,623.88					32,623.88
LEBANON	13951	US 4											3,659,794.87					3,659,794.87
LEBANON	15880	I-89											5,117.63					5,117.63
LEBANON	16007	VARIOUS												4,445.42				4,445.42
LEBANON	16046	NH 120												18,935.15				18,935.15
LEBANON	25194	NH 12																

# Municipal Aid and Construction Investment by Project/Location Fiscal Year 2016

Project Name/Location	Project Number	Route / Road	Unrestricted Highway			Restricted Highway		Federal Aid			Other	Turnpike			General	Capital	Project Total		
			Block Grant	Municipal Bridge	State Aid Construction	Betterment	SB367 Construction	Consolidated Federal Aid	Municipal Aid Federal	SPR Planning		I-93 Construction	Turnpike R&R	Turnpike Construction	Toll Equipment	I-95 Bridge Purchase	Railroad	Bond Funded Projects	
LOUDON	24834	BLOCK GRANT AID	151,488.99				20,571.76											172,060.75	
LOUDON - CANTERBURY	29613	NH 106						16,530.51										16,530.51	
LYMAN	24834	BLOCK GRANT AID	84,100.71				6,135.58											90,236.29	
LYME	24834	BLOCK GRANT AID	83,990.59				11,405.67											95,396.26	
LYME - THETFORD, VT	14460	EAST THETFORD ROAD						66,042.49										66,042.49	
LYNDEBOROUGH	24834	BLOCK GRANT AID	76,043.91				10,326.55											86,370.46	
MADBURY	24834	BLOCK GRANT AID	46,250.57				6,280.69											52,531.26	
MADISON	24834	BLOCK GRANT AID	88,009.78				11,951.46											99,961.24	
MANCHESTER	14412A	PISCATAQUOG TRAILWAYS						332,317.16										332,317.16	
MANCHESTER	14966	I-293 / FEE TPK											5,050,148.46					5,050,148.46	
MANCHESTER	16016	ELM AND OLD GRANITE STREETS						37,356.78										37,356.78	
MANCHESTER	16099	I-293 / FEE TPK											200,618.76					200,618.76	
MANCHESTER	20004	MAPLE/SPRUCE, MAPLE/HANOVER, BEECH/CILLEY						171,753.50										171,753.50	
MANCHESTER	27412	MAPLE STREET/HOOKSETT ROAD INTERSECTION							1,260.00									1,260.00	
MANCHESTER	29780	I-93						1,925,560.30					68,789.95					1,925,560.30	
MANCHESTER	40367	FEET, I-293 NB & SB																68,789.95	
MANCHESTER	AIP11089	MANCHESTER-BOSTON REGIONAL AIRPORT																70,749.20	
MANCHESTER	AIP11095	MANCHESTER-BOSTON REGIONAL AIRPORT											197,320.70					197,320.70	
MANCHESTER	AIP11097	MANCHESTER-BOSTON REGIONAL AIRPORT																254,643.07	
MANCHESTER	AIP11100	MANCHESTER-BOSTON REGIONAL AIRPORT											28,186.22					28,186.22	
MANCHESTER	AIP11101	MANCHESTER-BOSTON REGIONAL AIRPORT																2,529,954.09	
MANCHESTER	AIP11102	MANCHESTER-BOSTON REGIONAL AIRPORT																275,012.70	
MANCHESTER	AIP11103	MANCHESTER-BOSTON REGIONAL AIRPORT											356,623.54					356,623.54	
MANCHESTER	AIP11104	MANCHESTER-BOSTON REGIONAL AIRPORT																2,115,244.98	
MANCHESTER	AIP11098	MANCHESTER-BOSTON REGIONAL AIRPORT																363,454.11	
MANCHESTER	24834	BLOCK GRANT AID	1,752,701.50				238,011.73											1,990,713.23	
MANCHESTER - HOOKSETT - CONCORD	40400	I-93 CRACK SEAL						25.00										25.00	
MANCHESTER PATROL SHED	29035	NH ROUTE 101 EASTBOUND																2,627.56	
MARLBOROUGH	24834	BLOCK GRANT AID	65,705.29				8,922.58											74,627.87	
MARLOW	24834	BLOCK GRANT AID	49,376.12				5,220.60											54,596.72	
MASON	24834	BLOCK GRANT AID	66,039.37				8,967.96											75,007.33	
MEREDITH	10430	US 3 / NH 25										24,414.57						24,414.57	
MEREDITH	16470	NH 104				184,414.70			25,042.97			167,162.47						167,162.47	
MERRIMACK	13923	MCGAW BRIDGE ROAD						845,046.47										845,046.47	
MERRIMACK	29306	F.E. EVERETT TURNPIKE						671,397.62						8,478.81				8,478.81	
MERRIMACK	29736	BEAN ROAD OVER BABOOSIC BROOK																671,397.62	
MERRIMACK	40354	F.E. EVERETT TURNPIKE											86.36					86.36	
MERRIMACK	24834	BLOCK GRANT AID	506,838.56				68,827.18											575,665.74	
MIDDLETON	24834	BLOCK GRANT AID	53,071.26				7,206.93											60,278.19	
MILAN	SBG01003	BERLIN REGIONAL AIRPORT																5,813.32	
MILAN	SBG01004	BERLIN REGIONAL AIRPORT																15,360.58	
MILAN	24834	BLOCK GRANT AID	40,510.06				5,501.15											46,011.21	
MILFORD	13692B	NH 101							1,152.81									1,152.81	
MILFORD	14492	NH 101A & NH 13									194.94							194.94	
MILFORD	14837	SOUTH STREET									66,752.47							66,752.47	
MILFORD	20253	NH ROUTE 13 / EMERSON RD / ARMORY RD.									51,090.47							51,090.47	
MILFORD	22372	JENNISON ROAD OVER HARSHORN BROOK									161,178.80							161,178.80	
MILFORD	29509	JONES CROSSING OVER SOUHEGAN RIVER									50,014.00							50,014.00	
MILFORD	24834	BLOCK GRANT AID	281,945.32				38,287.35											320,232.67	
MILFORD TO NASHUA	10136	NH 101A									17,710.31								17,710.31
MILLSFIELD	99425Z	NH 26					128,238.54											128,238.54	
MILTON	40422	APPLEBEE RD						134,993.44										134,993.44	
MILTON	40926	WHITE MOUNTAIN HIGHWAY																40,750.84	
MILTON	24834	BLOCK GRANT AID	112,259.90				15,244.56											127,504.46	
MILTON - WAKEFIELD	23817	NH 16										5,827.24							5,827.24
MONROE	24834	BLOCK GRANT AID	29,134.76				3,956.41											33,091.17	
MONT VERNON	24834</																		



## Municipal Aid and Construction Investment by Project/Location Fiscal Year 2016

Project Name/Location	Project Number	Route / Road	Unrestricted Highway		Restricted Highway		Federal Aid			Other	Turnpike			General	Capital			
			Block Grant	Municipal Bridge	State Aid Construction	Betterment	SB367 Construction	Consolidated Federal Aid	Municipal Aid Federal	SPR Planning	Non Par Construction	I-93 Construction	Turnpike R&R	Turnpike Construction	Toll Equipment	I-95 Bridge Purchase	Bond Funded Projects	Project Total
PORSCHE	27898	VARIOUS						25.00									25.00	
PORSCHE	28757	VARIOUS SCHOOLS IN PORTSMOUTH							6,712.29								6,712.29	
PORSCHE	28773	VARIOUS SCHOOLS IN PORTSMOUTH							11,804.42								11,804.42	
PORSCHE	29781	WOODBURY AVE., MARKET ST., GRANITE ST.							20,668.64								20,668.64	
PORSCHE	99891	I-95				(629.75)										(629.75)		
PORSCHE	99897	VARIOUS				691.75										691.75		
PORSCHE	AIP16055	PORSCHE INTERNATIONAL AIRPORT AT PEASE															44,214.11	
PORSCHE	SBG16001	PORSCHE INTERNATIONAL AIRPORT AT PEASE														9,313.57		
PORSCHE	SBG16002	PORSCHE INTERNATIONAL AIRPORT AT PEASE														272,318.39		
PORSCHE	SBG16003	PORSCHE INTERNATIONAL AIRPORT AT PEASE														118,536.98		
PORSCHE	AIP16049	PORSCHE INTERNATIONAL AIRPORT AT PEASE														118,536.98		
PORSCHE	24834	BLOCK GRANT AID	376,335.26				51,105.22										427,440.48	
PORSCHE - KITTERY	13678H	US RTE 1							72,481.74								72,481.74	
PORSCHE - KITTERY, ME	15731	US 1 BYPASS							18,338,564.87								18,338,564.87	
PORSCHE - KITTERY, ME	16189	I-95							46.30								46.30	
PORSCHE-DOVER-SEABROOK-HAMPTON	29022	SPAULDING TURNPIKE (NH 16) AND I-95															2,541,013.43	
RANDOLPH	28334	US 2				4,854.47											4,854.47	
RANDOLPH	24834	BLOCK GRANT AID	14,675.13				1,992.84										16,667.97	
RAYMOND	40458	PREScott ROAD						30,071.40									30,071.40	
RAYMOND - CHESTER	24834	BLOCK GRANT AID	211,621.74				28,737.61										240,359.35	
RAYMOND - CHESTER	40332	NH 102					21,654.25										21,654.25	
RICHMOND	24834	BLOCK GRANT AID	50,769.10				6,894.30										57,663.40	
RINDGE	24834	BLOCK GRANT AID	150,302.44				20,410.63										170,713.07	
ROCHESTER	10620D	SPAULDING TPK															5,579.19	
ROCHESTER	10620I	SPAULDING TPK															147,781.75	
ROCHESTER	10620M	NH 16 (SPAULDING TURNPIKE)															4,881,733.00	
ROCHESTER	14350	NH 20A (WALNUT STREET)															13,259.05	
ROCHESTER	20254	US ROUTE 202															30,931.28	
ROCHESTER	21832	NH ROUTE 11							12.00								12.00	
ROCHESTER	22712	SALMON FALLS ROAD															526.34	
ROCHESTER	27873	ROUTE 202/ESTES ROAD							27,237.80								27,237.80	
ROCHESTER	SBG15004	SKYHAVEN AIRPORT															23,313.02	
ROCHESTER	SBG15005	SKYHAVEN AIRPORT															17,816.07	
ROCHESTER	SBG15006	SKYHAVEN AIRPORT															89,141.15	
ROCHESTER	24834	BLOCK GRANT AID	532,995.22				72,379.20										605,374.42	
ROCHESTER - MILTON	40038	SPAULDING TURNPIKE (NH 16)															1,610,163.14	
ROCHESTER - MILTON	40040	SPAULDING TURNPIKE (NH 16)															3,784.47	
ROLLINSFORD	16284	NH RTE 4						69,995.01									69,955.01	
ROLLINSFORD	24834	BLOCK GRANT AID	50,719.03					6,887.49									57,606.52	
ROXBURY	24834	BLOCK GRANT AID	25,193.70					2,198.55									27,392.25	
ROXBURY - SULLIVAN	10439	NH 9															74,816.49	
RUMNEY	99810Z	VARIOUS						313.22									313.22	
RUMNEY	24834	BLOCK GRANT AID	45,446.69					6,171.53									51,618.22	
RYE	40707	I-9A						20.64									20.64	
RYE	24834	BLOCK GRANT AID	117,540.53					15,961.66									133,502.19	
SALEM	12334	NH 28															11,788.40	
SALEM	14430B	VARIOUS															1,709.76	
SALEM	15988	TOWN FARM ROAD					410,988.10										422,718.37	
SALEM	16031	MANCHESTER & LAWRENCE RAIL CORRIDOR															9,519.81	
SALEM	24834	BLOCK GRANT AID	560,115.79					76,062.07									636,177.86	
SALEM PATROL AND SALT SHED	16471	NEW PATROL AND SALT SHED 514															52,307.33	
STATEWIDE	10878	I-93							274.92								274.92	
SALEM TO MANCHESTER	10881	I-93							281,061.65	2,039.84							283,101.49	
STATEWIDE	10882	I-93								2,552.99							2,552.99	
SALEM TO MANCHESTER	10885	I-93								237.96							237.96	
SALEM TO MANCHESTER	10890	I-93								226.41							226.41	
SALEM TO MANCHESTER	10418	I-93								3,515.00							3,515.00	
SALEM TO MANCHESTER	10418C	I-93								(7,565.04)							(7,565.04)	
SALEM TO MANCHESTER	10418F	I-93								72,410.84							72,410.84	
SALEM TO MANCHESTER	10418T	I-93								71,826.58							71,826.58	
SALEM TO MANCHESTER	10418V	I-93									3,044,507.49						3,044,507.49	
SALEM TO MANCHESTER	10418W	I-93									135,333.13	133,344.00					268,677.13	
SALEM TO MANCHESTER	10418X	I-93									749,062.64						749,062.64	
SALEM TO MANCHESTER	13933D	I-93									50,339.73						(19,673.39)	
SALEM TO MANCHESTER	13933E	I-93										4,565,403.79						4,565,403.79
SALEM TO MANCHESTER	13933H	I-93										11,276,269.24						11,276,269.24
SALEM TO MANCHESTER	13933I	I-93										6,130,321.86						6,133,398.15
SALEM TO MANCHESTER	13933N	I-93										(2,234.54)						(2,043.91)
SALEM TO MANCHESTER	13933Z	I-93										54,760.00						54,760.00
SALEM TO MANCHESTER	14633B	I-93										43,182.19						

#### Municipal Aid and Construction Investment by Project/Location Fiscal Year 2016

# Municipal Aid and Construction Investment by Project/Location Fiscal Year 2016

Project Name/Location	Project Number	Route / Road	Unrestricted Highway			Restricted Highway		Federal Aid			Other	Turnpike			General	Capital	Project Total	
			Block Grant	Municipal Bridge	State Aid Construction	Betterment	SB367 Construction	Consolidated Federal Aid	Municipal Aid Federal	SPR Planning		I-93 Construction	Turnpike R&R	Turnpike Construction	Toll Equipment	I-95 Bridge Purchase	Railroad	Bond Funded Projects
STATEWIDE SIGNING	29731	I-95, NH 16, I-93, I-293, FEET										486,142.07						486,142.07
STATEWIDE SIGNING (TURNPIKES)	40044	FEET, SPAULDING & BLUE STAR										30,911.99						30,911.99
STATEWIDE SPR PART 1 NHDOT PROGRAM	40369	STATEWIDE PLANNING						4,161.57		1,166,843.11								1,171,004.68
STATEWIDE STRIPING (TURNPIKES)	40773	FEET, I-293, I-93, I-95 AND NH 16										639.67						639.67
STATEWIDE TOLL SERVICES	25224	I-95, NH 16, FEET AND I-93											19,717.98					19,717.98
STATEWIDE TOLL SERVICES	25226	I-95, NH 16, FEET AND I-93										86,544.82						86,544.82
STATEWIDE TRAINING	12563R	TRAINING					(17.18)											(17.18)
STATEWIDE USGS AERIAL IMAGERY 2015	40014	VARIOUS						280,061.14		347,867.28								627,928.42
STATEWIDE	26524	VARIOUS						91,998.78										91,998.78
STATEWIDE-DBE SUPPORTIVE SERVICES	10336R	VARIOUS						61,092.00										61,092.00
STATEWIDE-ITS	20248	ITS EQUIPMENT						1,756,717.08										1,756,717.08
STATEWIDE-LAKES REGION TOUR	21445	US3, RTE, 25,3,11B,11,106,25B,28,109							14,719.15									14,719.15
STATEWIDE-RWIS	25198	VARIOUS						11,074.74					37,876.11					48,950.85
STATEWIDE-SPR	26962C	VARIOUS									5,974.67							5,974.67
STEWARTSTOWN	16312	NH 145							6,034.71									6,034.71
STEWARTSTOWN	24834	BLOCK GRANT AID	87,789.75					7,601.78										95,391.53
STEWARTSTOWN - CANAAN, VT	15838	BRIDGE STREET							10,543.75									10,543.75
STODDARD	24834	BLOCK GRANT AID	31,315.57					4,252.56										35,568.13
STODDARD - HILLSBOROUGH	23797	NH 9							(9,763.91)									(9,763.91)
STRAFFORD	24213	FIRST CROWN POINT RD OVER BIG BROOK						219,617.01										219,617.01
STRAFFORD	24834	BLOCK GRANT AID	108,453.84					14,727.72										123,181.56
STRAFFORD PATROL SHED	28981	ROUTE 126 PARKER MOUNTAIN RD																435,674.81
STRATFORD	24834	BLOCK GRANT AID	19,473.88					2,644.49										22,118.37
STRATHAM	27771	NH ROUTE 33 / NH ROUTE 108								29,029.75								29,029.75
STRATHAM	24834	BLOCK GRANT AID	149,299.10					20,274.38										169,573.48
SUGAR HILL	24834	BLOCK GRANT AID	44,170.98					5,998.30										50,169.28
SULLIVAN	24834	BLOCK GRANT AID	49,744.43					4,601.86										54,346.29
SUNAPEE	99804Z	VARIOUS					(672.75)											(672.75)
SUNAPEE	15836	LOWER MAIN STREET						159,816.00										159,816.00
SUNAPEE	M213	SUNAPEE PATROL SECTION						1,215.20										1,215.20
SUNAPEE	24834	BLOCK GRANT AID	105,522.48					14,329.65										119,852.13
SURRY	24834	BLOCK GRANT AID	22,443.19					3,047.72										25,490.91
SUTTON	24834	BLOCK GRANT AID	95,812.92					13,011.12										108,824.04
SWANZEY	15697	NH 12 & LAKE STREET						939,606.49										939,606.49
SWANZEY	23737	SAWYERS CROSSING	630.19					2,086.27	18,972.53									21,688.99
SWANZEY	40485	NH 32							43.00									43.00
SWANZEY	M494	DISTRICT 4 NON-MATS DISTRICT-WIDE CHARGES					439.00											439.00
SWANZEY	24834	BLOCK GRANT AID	164,443.37					22,330.92										186,774.29
TAMWORTH	15831	VARIOUS ROUTES								12,147.51								12,147.51
TAMWORTH	16239	NH 113							90,582.50									90,582.50
TAMWORTH	24834	BLOCK GRANT AID	111,577.84					15,151.94										126,729.78
TEMPLE	24178	CONVERSE ROAD						201,774.52										201,774.52
TEMPLE	24834	BLOCK GRANT AID	63,390.68					8,608.27										71,998.95
THORNTON	24834	BLOCK GRANT AID	89,101.15					12,099.67										101,200.82
THORNTON - WOODSTOCK	40404	I-93							159,246.50									159,246.50
TILTON	29358	US 3							86.00									86.00
TILTON	40916	NH11/US3						19,332.59										19,332.59
TILTON	24834	BLOCK GRANT AID	55,821.00					7,512.43										62,333.43
TILTON - ASHLAND	28834	I-93							276,626.16									276,626.16
TILTON - NORTHFIELD	14839	CONCORD-LINCOLN RAIL CORRIDOR								217,473.16								217,473.16
TROY	10434	NH 12									2,638,142.32							(1,386.03)
TROY	10434E	NH ROUTE 12									(25,040.00)		25,040.00					-
TROY	M411	TROY PATROL SECTION					836.60											836.60
TROY	24834	BLOCK GRANT AID	48,296.44					6,558.51										54,854.95
TUFTONBORO	24834	BLOCK GRANT AID	71,917.84					9,766.23										81,684.07
TURNPIKE	10903	BLUE STAR TURNPIKE	</															

## Municipal Aid and Construction Investment by Project/Location Fiscal Year 2016

Project Name/Location	Project Number	Route / Road	Unrestricted Highway			Restricted Highway		Federal Aid			Other	Turnpike			General	Capital			
			Block Grant	Municipal Bridge	State Aid Construction	Betterment	SB367 Construction	Consolidated Federal Aid	Municipal Aid Federal	SPR Planning		I-93 Construction	Turnpike R&R	Turnpike Construction	Toll Equipment	I-95 Bridge Purchase	Railroad	Bond Funded Projects	Project Total
WILTON	24834	BLOCK GRANT AID	109,102.00				14,815.73												123,917.73
WILTON - MILFORD - AMHERST - BEDFORD	13692	NH 101				630.20			9,331.78										9,331.78
WINCHESTER	23738	GUNN MOUNTAIN ROAD					1,970.65		13,447.29										16,048.14
WINCHESTER	29483	NH 10					62,961.27												62,961.27
WINCHESTER	24834	BLOCK GRANT AID	121,783.89					16,537.90											138,321.79
WINCHESTER - SWANZEY	12906	NH 10						80,570.01											80,570.01
WINDHAM	24834	BLOCK GRANT AID	282,845.59				38,409.61												321,255.20
WINDHAM-SALEM	10075E	NH 111 BYPASS						(204,920.57)			204,920.57								-
WINDSOR	24834	BLOCK GRANT AID	3,933.65				534.17												4,467.82
WOLFEBORO	23779	MIDDLETON ROAD				530,852.18													530,852.18
WOLFEBORO	24834	BLOCK GRANT AID	152,424.56				20,698.81												173,123.37
WOODSTOCK	40474	RAILROAD BRIDGE					124.84												124.84
WOODSTOCK	40895	NH 175					129.79												129.79
WOODSTOCK	24834	BLOCK GRANT AID	26,632.82				3,616.66												30,249.48
<b>Total by Accounting Unit Fiscal Year 2016</b>			<b>30,725,471.00</b>	<b>1,759,161.44</b>	<b>1,252,715.13</b>	<b>25,747,029.09</b>	<b>23,179,317.06</b>	<b>95,782,822.11</b>	<b>11,572,525.60</b>	<b>5,808,923.76</b>	<b>3,386,687.96</b>	<b>51,904,018.26</b>	<b>7,898,177.35</b>	<b>82,187,251.02</b>	<b>1,527,664.02</b>	<b>417,899.44</b>	<b>951,589.45</b>	<b>15,171,729.46</b>	<b>359,272,982.15</b>

**Mission:**

Transportation excellence enhancing the quality of life in New Hampshire.

**Purpose:**

Transportation excellence in New Hampshire is fundamental to the state's sustainable economic development and land use, enhancing the environment, and preserving the unique character and quality of life. The Department will provide safe and secure mobility and travel options for all of the state's residents, visitors, and goods movement, through a transportation system and services that are well maintained, efficient, reliable, and provide seamless interstate and intrastate connectivity.

**Vision:**

Transportation in New Hampshire is provided by an accessible, multimodal system connecting rural and urban communities. Expanded transit and rail services, and a well-maintained highway network and airport system provide mobility that promotes smart growth and sustainable economic development, while reducing transportation impacts on New Hampshire's environmental, cultural, and social resources. Safe bikeways and sidewalks bring together neighborhoods parks, schools, and downtowns. Creative and stable revenue streams fund an organization that uses its diverse human and financial resources efficiently and effectively.

**Maggie Hassan, Governor**

## Executive Councilors:

Joseph D. Kenney - District 1

Colin Van Ostern - District 2

Christopher T. Sununu - District 3

Christopher C. Pappas - District 4

David K. Wheeler - District 5

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